The Hong Kong Daily Press.

No. 4802 號二零百八千四第 日七初月三年西癸治同 HONGKONG, THURSDAY, 3RD APRIL, 1873. 四拜禮 號三月四英 港香 [PRICE $2½ PER MONTH.

Arrivals.

April 2, ACANTHA, Brit. str., 652, Young, Shanghai 27th March, and Swatow 1st April, General.—OLYPHANT & Co.

April 2, ELLEN LEWIS, Brit. bark, 336, Langlois, Singapore 30th January, and Macassar 17th February, Timber.—ORDER.

April 2, LUZON, Brit. str., 661, Williams, Keelung 29th March, Amoy 31st, and Swatow 1st April, Coals and Treasure.—D. LAPRAIK & Co.

April 2, NORNA, British str., 606, Milsom, Swatow 1st April, General.—KWOK ACHEONG.

April 2, MONOCACY, American despatch-boat, 1,039, O. F. Stanton, Whampoa April 1st.

April 2, LACKAWANNA, American corvette, 1,300, Paul Shirley, Whampoa April 2nd.

Departures.

April 2, ACANTHA, str., for Canton.
April 2, COURIER, for Cootie.
April 2, GREEN JACKET, for San Francisco.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, APRIL 2ND.

Yesso, str., for East Coast.
Peiho, for Amoy.

Passengers.

Per *Acantha*, str., from Shanghai,—37 Chinese.

Per *Luzon*, str., from Keelung, &c.,—Mr. and Mrs. Ashmore and 4 Chinese deck.

Per *Norna*, str., from Swatow,—132 Chinese.

The following passengers proceed by the P. & O. Co.'s steamship *Deccan*, to-day, at noon:—

For Bombay.—Mr. Le Marchand and native servant. For Venice.—Mr. F. Ringer. For Malta.—Mr. and Mrs. Zeiaz, 1 European sailor. For Southampton.—Mr. and Mrs. McVean and 3 children, Miss Wylie, Master E. G. Lowders, Mrs. Hawke and 3 children, Mr. and Mrs. Arthur, Mrs. Greig, two infants and two native servants, Mr. and Mrs. Vandergucht, Mrs. Leavesley, Mrs. atoy, Lieut. F. C. Miller, Lieut. D. McN. Ridder, Dr. Henry Hadlow, Messrs. Dracachis, K. Hatchiro, R. Mitchenoba, J. T. Price, A. Forbes, G. Grant, M. W. R. Rushton, H. G. Herbert, J. Kiddie, Jno. Allen, E. Tobin, H. Hughes, Ho Akoi, J. Simpson, R. R. Hochstatt, Holmes, Corney, 1 Gunner R.A., 1 Corporal 80 Regt., and 7 privates.

Per *Yesso*, str., for East Coast.—Messrs. N. Ezra and F. Deacon, and 100 Chinese.

Reports.

The British ship *Jean Sands* reports left Keelung on 28th March, had strong N.E. monsoon to the Nine Pins, and calms to arrival.

The British steamship *Acantha* reports left Shanghai on 27th March, and Swatow on 1st April, had fine weather throughout. The Chinese corvette *Tsz-an-lun* in Swatow, and the steamships *Ottawa*, *Norna* and *Luzon*.

The British bark *Rose M.* reports left Keelung on 28th March, had strong N.E. monsoon till the 31st March, when got baffling winds and calms till the afternoon, then got again fresh winds to port.

The British steamship *Norna* reports left Swatow on 1st April, had moderate N.E. winds and fine weather throughout. The steamship *Ottawa*, and Chinese corvette *Tsz-an-lun*, were in Swatow when the *Norna* left.

The British bark *Ellen Lewis* reports left Singapore on 30th January, had the usual monsoon weather in the Java Sea, with much rain to Macassar; from thence fine weather to Gillolo Passage, and from thence to Pellew Islands variable light winds and calms; off the Pellew Islands caught the N.E. monsoon, and had strong breezes and fine weather to arrival. Anchored on April 1st in the entrance of the Ly-ee-moon Pass. At 6.30 p.m. on the 19th February, off Bonton Island, spoke the German brig *Penguin*, from Hamburg to China.

The American steamship *Luzon* reports left Keelung on 29th March, Amoy on the 31st, and Swatow on 1st April. The British bark *Rose M.* left on the 27th, and British ship *Jean Sands* on the 29th, arrived at Amoy on the 30th. In Amoy the steamships *Ocean Queen* and *Craigforth*, with H.M. g.-b. *Elk*; left Amoy on 31st March, arrived in Swatow 1st April. In Swatow the steamships *Ottawa*, *Norna* and *Acantha*; left Swatow on same day, as also the latter steamer, together; passed the steamship *Norna* off Breaker Point, also a steamer unknown in shore, bound North; passed the steamship *Formosa* on the 30th March off Quemoy Pagoda, bound North; had strong monsoon to Amoy; from thence moderate weather.

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods.

LANE, CRAWFORD & Co.,
At 12 noon,
Household Furniture.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a:

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to

JOHN FORSTER & Co.,
Agents.

The list of Charges for remetalling, or docking vessels for examination, painting iron-ships, &c., &c., can be obtained on application.
tf 876 May 3.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
Ad. André, Esq. | H. B. Lemann, Esq.
R. R. Sellnick, Esq. | Thos. Pyke, Esq.
A. F. Heard, Esq. | Hon. R. Rowett.
A. Jecot, Esq.

Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 10621 Hongkong, 1st April, 1873.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate
Above 1 month, and not exceeding	3 " 4 do. do.
Above 3 months and not exceeding	6 " 2 do. do.
Above 6 months the full annual rate.	

On and after this date, a discount of 20 per cent. off the above rates will be allowed to insurers.

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 1167 Hongkong, 24th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 1159 Hongkong, 24th June, 1872.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1862.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days	⅛ of the annual rate.
Not exceeding 1 month	¼ do. do.
Above 1 month and not exceeding 3 months	½ do. do.
Above 3 months and not exceeding 6 months	¾ do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	½ per cent.
Other dwelling Houses, used strictly as such, and their contents.	½ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.
tf 864 Hongkong, 7th March, 1865.

Notices of Firms.

THE business hitherto conducted by us at this port, as Ship Brokers, will henceforth be carried on under the firm of HEINEMANN & Co., in which Mr. R. STEIL has this day been admitted a partner.

S. L. HEINEMANN,
H. KLÆR.
1m 515 Hongkong, 1st April, 1873.

NOTICE.

I HAVE this day established myself here as Merchant and Commission Agent under the firm and style of ENGLEAN & Co., Chinese hong's name "TAI KEE."

YEO ENGLEAN.
1m 510 Amoy, 1st April, 1873.

MR. AD. S. CORDES has this day been admitted a partner in our firm.

A. CORDES & Co.
tf 458 Tientsin, 1st January, 1873.

MR. SCTHERY GODFREY BIRD is authorized to sign our firm per procuration in Formosa.

DODD & Co.
2m 433 Amoy, 14th March, 1873.

MR. F. LANCKEN and Mr. C. W. SIEGFRIED have this day been admitted partners in our firm in Hongkong and China.

WM. PUSTAU & Co.
6m 2 Hongkong, 1st January, 1873.

NOTICE.

MR. HERMANN STOLTERFOHT has been authorized to sign our firm.

HESSE & Co.
tf 11 Hongkong, 1st January, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

ON and after this date, the Messageries Maritimes Steamers will touch at Naples. It will be optional for passengers to land either at Naples or at Marseilles. The rate of passage money being the same for both places.

C. BERTRAND,
Principal Agent.
tf 426 Hongkong, 15th March, 1873.

NOW OPEN.

ORIENTAL TELEGRAM AGENCY
HEAD OFFICE—102, LEADENHALL STREET, LONDON.
HONGKONG BRANCH—2, PEDDAR'S HILL.

Messages received at all hours of the day for London, Europe, or America.

Agency charge on every message for transmission, $1.50.

Tariff rate:—For London or Great Britain, $1.75 each word up to eight; $1.50 for each following word.

To France, Holland, and Belgium, an additional $1.50 will be charged for each 15 words.

To other countries in Europe, $2.50 will be charged for each 15 words.

For New York, &c., $3 per word up to five words; $2 50 for every additional word.

For San Francisco and British Colombia, $3.50 per word up to four words; $2.75 for every additional word.

GEO. HOLMES,
Agent.
tf 449 Hongkong, 19th March, 1873.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS,
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIVIDEND of $3 (Three Dollars) per cent. to 31st December, 1872, declared at the Half-yearly Meeting of the HONGKONG HOTEL COMPANY, LIMITED, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY next, the 27th instant. Shareholders may obtain Dividend Warrants for the same on application to the undersigned.

By Order of the Board,
ED. BAKER,
Secretary.
tf 155 Hongkong, 24th January, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Sixth Call of Twelve Dollars and Fifty cents per share is payable on the 31st December current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*

By order,
A. NOEL BLAKEMAN,
Secretary.
2166 Hongkong, 10th December, 1872.

CHINESE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR ENDING 31ST DECEMBER, 1872.

CONTRIBUTORS of business to the above mentioned Company are hereby requested to hand to the Undersigned before the First day of March next, papers shewing their contributions for the year ending 31st December, 1872, in order that their share of the divisible profits may be ascertained. Should such Contributors fail to render the returns specified, their accounts will be made up in conformity with the books of the Company.

OLYPHANT & Co.,
General Agents.
tf 24 Hongkong, 1st January, 1873.

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅛ of the annual rates
Not exceeding 1 month	¼ do. do.
Above 1 month, and not exceeding three months.	½ do. do.
Above 3 months, and not exceeding six months....	¾ do. do.
Above six months the full annual rate.	

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August 1869

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.

WM. PUSTAU & Co.,
Agents.
tf 663 Hongkong, 9th April 1872

K. K. PRIV. OESTERREICH. VERSICHERUNGS-GESELLSCHAFT "DONAU." VIENNA, LIMITED.

THE Undersigned, having been appointed General Agents for the above Company, are prepared to grant Marine Risks at current rates.

MELCHERS & Co.
6m 2113 Hongkong, 1st December, 1872.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,

THIS DAY,
the 3rd day of April, 1873, at noon,
At his Sales Rooms, Queen's Road,—
Cases CLARET.
" RHINE-WINE.
" EAU MINERAL.
" CHYPRE WINE.
" BRANDY.
Assorted KNIVES.
" SCISSORS.
Wall PAPER.
Turkish TOWELS.
Linen NAPKINS.

Also,
An Invoice of Looking GLASSES, from 8 by 4 to 10 by 8.

And,
By order,—
Sundry Deceased Seamen's EFFECTS.

And,
Sundry FURNITURE, &c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.
518 Hongkong, 2nd April, 1873.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction,

TO-MORROW,
the 4th April, 1873, at noon,
On their Wharf, Praya.—
47 Fathoms 2 inch IRON CHAIN.
155 " 1¼ " " "
73 " 1½ " " "
200 " 1 " " "
138 " ¾ " " "
In their Sales Rooms, Queen's Road,—
1 Case, 20 American Enfield RIFLES.
7 Cases, 140 Long Enfield RIFLES and BAYONETS.
12 Cases, 233 Starr CARBINES.
1 Case, 20 French BREECH LOADERS, "Favre Brandt."
8 Cases, 160 Mont Storm RIFLES and 30 BAYONETS.
16 Cases, 317 Green's Breech Loading RIFLES.
2 Cases, 52 Sharp's RIFLES.
9 Cases Percussion CAPS.

Also,
1 Iron TANK, 1 Water CASK, 1 BINNACLE, 2 Compass CARDS, 1 Masthead LIGHT,
&c., &c., &c.

TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

523 Hongkong, 3rd April, 1873.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWES, Esq., to sell by Public Auction, at his Residence, *Bellevue*, Albany Road,

TO-MORROW,
the 4th day of April, 1873, at noon,—
The whole of his HOUSEHOLD FURNITURE, (mostly of English manufacture) comprising Drawing Room, Dining Room, and Bedroom SUITES, TABLES, Pier GLASSES, CARPETS, CLOCKS, ENGRAVINGS, Dinner, Dessert, and Breakfast SETS, PLATED WARE, GLASS and CROCKERY WARE, Window CURTAINS, GASALIERS, Gas BRACKETS.
&c., &c., &c.

And,
One AVIARY, with Birds.

Catalogues will be issued, and the whole will be on view on and after *Thursday Afternoon*, the 3rd April.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer

J. M. ARMSTRONG,
Auctioneer.
511 Hongkong, 1st April, 1873.

FURNITURE SALE.

ELEGANT ENGLISH-MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at

No 1, SEYMOUR TERRACE,
the residence of
ALFRED HANCOCK, Esq.,
on

SATURDAY,
the 5th April, 1873, at noon,—
The whole of his HOUSEHOLD FURNITURE, &c., consisting of—
A Handsome Drawing Room SUITE, Carved Walnut Marble-top CHIFFONIERE, Handsome Pier GLASS, Gilt Drawing Room CHAIRS, CARD TABLES, GASALIERS, PAINTINGS, and ENGRAVINGS, CURTAINS, CARPET, PIANO, &c.

Dining Room.
Handsomely Carved SIDEBOARD, Mahogany Dining TABLE, French Walnut Dining Room CHAIRS, ELECTRO-PLATED, GLASS, and CROCKERY WARE, &c.

Bedroom Furniture.
A Solid Mahogany WARDROBE, with Mirror Doors, Brass BEDSTEAD, COUCHES, CHAIRS, Marble-top WASHSTAND and Marble-top Dressing TABLES, Toilet GLASSES, Mahogany CHEST of DRAWERS.
&c., &c., &c.

Also,
A First-class English BAROUCHE, silver mounted.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of descriptions, at purchasers' risk on the fall of the hammer.

4pc Hongkong, 31st March, 1873.

PUBLIC AUCTION.

VALUABLE BUSINESS PREMISES, SITUATED IN A CENTRAL PART OF SHANGHAI.

THE Undersigned has received instructions to offer at Public Auction, on the Premises, Hankow Road, on

FRIDAY,
the 11th day of April, 1873, at 3 o'clock P.M.,—
The HOUSE and GODOWNS, OUTHOUSES, &c., lately in the occupation of the BORNEO COMPANY, as also the GROUND attaching thereto, situated at the corner of the Hankow and Kiangsi Roads, having a frontage of about 83 feet on the former, and about 278 on the latter.

Plan of the Property can be seen at the office of the Undersigned, or by application to Mr. T. G. LINSTEAD, in Hongkong.

The House consists of—
A fire-proof of Godown on the Basement Floor.
Spacious Drawing Room, Dining Room, Breakfast and Billiard Room, and Pantry on the 1st Storey.
Five Bedrooms, with Bathrooms, on the 2nd Storey.
Excellent Servants' Offices and Kitchen, conveniently situated, as also Coach-house and Stables.
Gas laid on all over the house.
The Godown is very substantially built, is two stories high, and contains besides very extensive godown accommodation, excellent offices, with tea and silk rooms.

JOHN ASHTON.
7d 519 Shanghai, 27th March, 1873.

Auctions.

PUBLIC AUCTION.

ELEGANT ENGLISH-MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the residence of J. S. HOOK, Esq., Peddar's Wharf,

THIS DAY,
the 3rd April, 1873, at NOON,
(instead of at the time previously notified,)
The whole of his HOUSEHOLD FURNITURE, consisting of Handsome English-made Walnut and Mahogany CHAIRS, COUCHES, Card TABLES, Marble Top CHIFFONIERS, MIRRORS and Marble Consol Top TABLE, Japanese Flower VASES, GASALIERS, Lace CURTAINS, CARPETS, Mahogany Dining TABLE, SIDEBOARD, ELECTRO PLATED CROCKERY, and GLASS WARE, Marble Top Dressing TABLES, Marble Top WASHSTANDS, Toilet GLASSES, Iron and Mahogany BEDSTEADS, CHEST of DRAWERS and WARDROBES.

Also,
A Walnut Cottage PIANO, by Collard and Collard.
A Parlour BILLIARD TABLE.
A Fine Collection of ENGRAVINGS.
&c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

490 Hongkong, 27th March, 1873.

PUBLIC AUCTION.

FIRST-CLASS ENGLISH-MANUFACTURED FURNITURE.

GRAND PIANO, BY COLLARD & COLLARD.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

MONDAY,
the 7th April, 1873, at noon,
At "WOODLANDS,"
the residence of
GUSTAV VON OVERBECK, Esq.,—
The whole of his ELEGANT HOUSEHOLD FURNITURE, &c., comprising a very handsome Drawing Room SUITE of Walnut Wood, Chalis Covered COUCHES, CHAIRS, and SETTEES, ORMULU, Inlaid CABINETS, CLOCKS, WHATNOTS, Tucker's LAMPS, Gilt MIRRORS on Marble-top CONSOLES, CARPET, and Persian RUGS, Gilt CHAIRS, and Marble-top Side TABLES.

Dining Room.
A Solid Mahogany DINING TABLE, Marble-top SIDEBOARD with Mirror back, WHATNOTS, Marone Morocco Covered CHAIRS, STATUETTES, PEDESTAL LAMPS, ELECTRO PLATED WARE, GLASS and CROCKERY WARE.

Bedroom Furniture.
A Solid Mahogany WARDROBE with Plate GLASSES and STANDS, Solid Brass BEDSTEADS, Mahogany Marble-top WASHSTANDS and Dressing TABLES, Toilet GLASSES, Cheval GLASS, Mahogany CHEST of DRAWERS, Carved Book CASE.
&c., &c., &c.

Also,
A FINE COLLECTION OF OIL PAINTINGS AND WATER COLORS.
A Solid Mahogany GRAND PIANO, seven octaves, trichord, by Collard & Collard, London, manufactured expressly for this climate.
A Single Basket CARRIAGE.
A Set of Single HARNESS.
A Set of Double Do.
SEDAN CHAIRS.
Catalogues will be issued in a few days.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

500 Hongkong, 31st March, 1873.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (unless previously disposed of by private contract,)—
The German Barque
"*ANNA*,"
234 Tons Register, or 5,500 Picals, carrying capacity.

The vessel is shortly expected from Saigon, when the exact date of the Sale will be fixed.

An Inventory List may be obtained at the office of the Undersigned.

TERMS OF SALE.—Half the amount of the purchase money to be paid at the fall of the hammer, and the other half on transfer.

The vessel at purchaser's risk after the fall of the hammer.

F. BLACKHEAD & Co.,
Auctioneers.
484 Hongkong, 26th March, 1873.

CRAUFURD COLLEGE,
MAIDENHEAD, BERKS, ENGLAND,
CONDUCTED by EDWARD DE EWES, with the assistance of French, German, and English Masters.

TERMS.—Pupils under 13 years....40 guineas.
" over 13 years....50 "

The Course of Instruction includes English, Classics, Mathematics, and Modern Languages, with any other branches of study which may be required for the future course in life of the pupil.

REFERENCES:—
The Rev. the Master of Dulwich College.
The Rev. J. C. BELL, M.A., Head Master of Christ's Hospital.
The Rev. Dr. SCHMETTAU, Ph. Dr., Secretary of the Evangelical Alliance, 9, Adam St., Strand, London.
The Rev. H. JONES, M.A., Secretary of the Turkish Mission, 18, Adam St., Strand, London.
H. LLOYD, Esq., Recorder of Chester.
S. POTTER, Esq., 36, King St., Cheapside, London.
SIMS REEVES, Esq., Grange Mount, Upper Norwood. [3m 35]

TO BE SOLD.

THE GROUND and PREMISES at Queen's Road, Spring Gardens, known as ST. FRANCIS HOSPITAL. The Ground contains 40,430 square-feet, affording sufficient space for over 50 ordinary Chinese Houses. The Premises, as they stand, are well suited for a School, a Hospital, or any public Institution.

For further particulars, apply to

CALDWELL & BRERETON,
Solicitors,
29, *Queen's Road, Hongkong.*
3m 200 Hongkong, 1st February, 1873.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH,
BRASS FOUNDER AND GAS FITTER,
39 and 40, Praya West,
Next to the P. & O. Coal Stores,
tf 1681 HONGKONG. [Sept. 15

NOTICE OF REMOVAL.

FROM the 1st day of April, 1873, the Auction Room of the Undersigned will be REMOVED temporarily to Duddell Street, next to Messrs. E. D. SASSOON & Co.

AYRES & Co.
7d 495 Hongkong, 29th March, 1873.

Intimations.

VALUABLE REAL ESTATE FOR SALE.

WILL shortly be offered at Public Auction, (unless previously disposed of by private contract) all that valuable Estate, the property of the Undersigned, situated at Spring Gardens, Hongkong, and known as MARINE LOT No. 43, extending from the Queen's Road to the Praya, and measuring on the Praya 85 feet, on Queen's Road 100 feet, on Spring Gardens' Lane 623 feet, and on Marine Lot No. 42, 557 feet; containing in all 55,940 square feet.

The Praya frontage, which is at present unbuilt upon, offers from its large extent good facilities for business purposes, and is one of the few sites left unappropriated in so central a position, having a public wharf opposite, and being within a short distance of the Hongkong Pier and Godown Company's wharf.

In the rear of the premises (standing about 100 feet from the Queen's Road) is a large substantially built 3-storied DWELLING HOUSE, measuring 100 feet by 80 feet, with Garden and Outhouses, the ground floor of the House consisting of large and airy Godowns, Iron-lined Treasury, &c.; on the 2nd story are six large rooms, wine closet, store rooms, and pantry; on the 3rd story, 8 rooms, with bathrooms, &c.; marble tiled verandahs, 13 feet wide, on both upper stories, front and back. The whole so arranged that it can readily be converted into two or three distinct residences, each having a separate means of entrance. There are two distinct rows of outhouses, consisting of servants' rooms, kitchens, and stables. A suite of rooms, suitable for Offices, fronts the Queen's Road. Gas laid on throughout the house, and a fine well of spring water in the court yard. Annual Crown rental of the whole property $986.27.

Also,
Their property at FOOCHOW, consisting of OFFICES, GODOWNS, and DWELLING HOUSE.

The Offices and Godowns are built on the Island of Chungchow, below the bridge, with an extensive river frontage, and are in every respect well situated for business purposes.

The BUNGALOW occupies one of the most desirable sites on the Hill at Nautai, containing Dining Room, Drawing Room, 3 Bedrooms, with Bathrooms, &c., Verandah all round the house. Out Houses attached, and a large Flower and Kitchen Garden.

For further particulars, apply to

BULL, PURDON & Co.
tf 512 Hongkong, 1st April, 1873.

NOTICE.

A MEETING of the Members of the MORRISON EDUCATION SOCIETY will be held at the CITY HALL LIBRARY on THURSDAY, 24th April, at 3 o'clock, for the purpose of confirming the following resolutions passed at the Meeting on the 18th inst.

1st.—"That $3,000, of the remaining funds of the Society, amounting to $3,276.16 be funded for the purpose of endowing a scholarship, to be called the 'Morrison Scholarship' at the Central School, under conditions to be drawn up by the Head-Master of the Central School, the Minister for the time being of the Union Church, and the Senior resident member of the London Missionary Society."

2nd.—"That the sum of $250 be given to the fund for the assistance of gentlewomen who have been engaged in the cause of education in connection with Protestant missions in Hongkong; and that the remaining balance, with the further small dividend expected to be paid during the current year from Messrs. Dent & Co.'s estate, be paid over to the funds of the Morrison Library in the City Hall."

1m 488 Hongkong, 27th March, 1873.

AVIZO.

ESTANDO já findo um anno da morte de MIGUEL ARCHANJO DE GOUVEA, e desejando o abaixo assignado, como Administrador do seu Espolio, ficar livre da fiança que prestára na Corte d'esta Collonia; previne por este ao herdeiro ou herdeiros, que estiverem habilitados para receberem o referido Espolio para se aprezentarem dentro de tres semanas a contar da data deste, com ordem competente do Juizo d'esta Collonia para receberem. Passado este prazo sem que se effeitue o recebimento, o abaixo assignado terá de dispôr do dito Espolio como melhor lhe parecer.

J. J. DOS REMEDIOS.
Hongkong, 25 de Março de 1873. [1m 481

FOR DISPOSAL.

A FIRST-CLASS MILLINERY and DRAPERY BUSINESS in Hongkong.

For particulars, apply by letters only to "X.," *Daily Press* Office.
14d 498 Hongkong, 29th March, 1873.

NEITHER the Undersigned nor the Owners of the German Ship *Georges*, now lying in this port, will be responsible for any debts contracted by the Captain, Officers, or Crew of the said vessel.

CARLOWITZ & Co.
tf 384 Hongkong, 28th February, 1873.

NOTICE.

THE Undersigned begs to inform the Residents of this Colony, that he is ready to give Lessons in ENGLISH and FRENCH, and solicits their kind patronage. Terms moderate.

Apply to J. M. HANLON, *No. 12, Aberdeen Street, Hongkong.*
6m 210 Hongkong, 5th February, 1873.

NORTH-CHINA INSURANCE COMPANY.

MR. REGINALD D. STARKEY is authorized to sign Policies, and act on behalf of the above Company at Hongkong, from 1st March, 1873.

By order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.
tf 327 Shanghai, 26th February, 1873.

VARNUM D. COLLINS,
DENTIST,
No. 7, ARBUTHNOT ROAD,
HONGKONG.
tf 393 Hongkong, 20th February, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.

C. BERTRAND,
Principal Agent.

Ex S. S. "Ava," 10th April.
GB&C or TFB 1 and 2, 2 cases Merchandise.
Ex "Sindh."
KP in diamond ... ... 1 bale Cotton.
Ex "Menalch," from Yokohama.
Joaquim Aymered ... 1 case Curios.
Ex "Sindh," from Marseilles.
Hamar Bruygire ... ... 25 cases Wine.
Ex "Provence."
PS. Nos. 15/16 ... ... 2 cases Sundries.
Ex "Hoogly."
P / B&C in diamond / C } ... 10 bags Coff.
HCB / B in diamond / CGXO in diamond / Nos. 1 & 3 } ... 3 cases Brandy.
... 2 cases Provisions.
P C / No. 931 } ... ... 1 case Perfume.
HR / HK / No. 17412 } ... ... 1 case Oil Cloth.
TND in diamond / Nos. 3379 & 3383 } 2 cases Mercury.
Hongkong, 27th March, 1873.

Intimations.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG CLUB will be held at the Club House on THURSDAY next, the 10th inst., at 4 o'clock P.M.

By order,
EDWARD BEART,
Secretary.
8d 521 Hongkong, 3rd April, 1873.

FOR SAN FRANCISCO.

THE A 1 German Barque
"FERDINAND BRUMM,"
754 Tons Register, will load here for the above port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.
tf 522 Hongkong, 3rd April, 1873.

NORTH-CHINA INSURANCE COMPANY.

NOTICE TO SHAREHOLDERS.

THE Eleventh DIVIDEND is now declared, being Taels Forty (Tls. 40) per share, payable to Shareholders in the Company for the term 1869-71, at the HONGKONG AND SHAN

"THE CHRONICLE AND DIRECTORY"
FOR 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH
OF THE
FOREIGN SETTLEMENTS OF SHANGHAI,

In addition to a Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS
(*Designed expressly for this Work*).

MAPS OF HONGKONG, JAPAN, and of the THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao.....Messrs. J. P. DA SILVA & Co.
Swatow..... „ QUELCH and CAMPBELL.
Amoy..... „ WILSON, NICHOLLS & Co.
Formosa..... „ WILSON, NICHOLLS & Co.
Foochow..... „ REDGE & Co.
Ningpo..... „ KELLY & Co., Shanghai.
Shanghai..... „ HALL & HOLTZ.
„ ..... „ KELLY & Co.
Hankow and River Ports. „ HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang. „ HALL & HOLTZ and KELLY & Co., Shanghai
Tientsin and Peking..... „ HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING Co.
Hiogo, Osaka....THE C. & J. TRADING Co.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
„ .....Mr. E. J. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Saigon..... „ M. RIBEIRO & Co.
Singapore.....*Straits Times* Office.
Calcutta.....*Englishman* Office.
London.....Mr. F. ALGAR, Clement's Lane.
„ ..... „ GEO. STREET, 30, Cornhill.
„ .....Messrs. TRÜBNER & Co.
„ ..... „ BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co. 37, Park Row.

BIRTH.

At Hongkong, on the 1st of April, Mrs. JOHN WOOD, of a daughter. [520

The Daily Press.

HONGKONG, APRIL 3RD, 1873.

THE final absorbsion of Mr. J. McLEAVY BROWNE into the service of the Chinese Government, is suggestive of some rather important reflections as to the policy which the British Government adopts with reference to those who are employed in its Consular and Diplomatic Service. Mr. McLEAVY BROWNE was for many years known as a promising Chinese scholar and diplomatic student. As a linguist, he was spoken of highly by those well qualified to judge, and on many occasions he gave evidence of the possession of the peculiar powers of mind and temper which are of great value in Consular and diplomatic officers in these parts. In fact, there was no doubt that Mr. BROWNE was above the average in the service, and there was good reason to believe that he would become an ornament to it. His abilities secured for him the post of Chinese Secretary of Legation during Mr. WADE's temporary absence on leave, and it was at this time that a turn took place in the current of his career. The BURLINGAME Mission was set on foot, and Mr. McLEAVY BROWNE was allowed by Sir R. ALCOCK, then Minister at the capital, to go as Secretary to that Mission, retaining his position in the Consular Service. A more anomalous position for any one to occupy could hardly be conceived, and as might be expected, the matter was the subject of no little comment. Apart from all other considerations, the matter was utterly anomalous, as Mr. McLEAVY BROWNE, the Acting Chinese Secretary of Legation, was the man required above all others by the Minister at Pekin, when he had to take into consideration the revision of the Tientsin Treaty, with reference to which very affair the BURLINGAME Mission had been despatched. But the matter has not ended here. After the BURLINGAME Mission had returned to China, Mr. BROWNE seemed to hang, like Mahomed's coffin between heaven and earth, between the British and the Chinese Service; and it is now announced that he has finally joined the latter.

This is certainly a very pretty history of a promising gentleman in the British diplomatic service in China. There is, of course, no blame to be attached to the Chinese Government for securing a good man; nor can any particular blame be attached to Mr. McLEAVY BROWNE for preferring a higher position and higher pay in the Chinese Service, to a less important post and smaller remuneration under his own Government. But that it should be possible for our diplomatic servants to go over to the Chinese Service in this manner, is undoubtedly open to the severest reprehension, and ought to be put a stop to. The idea of lending Mr. BROWNE to the Chinese Ambassadorial Mission seems to go beyond anything that is conceivable, even in the innumerable anomalies in China. No doubt such a step is considered to be justified by the consideration that anyone so placed cannot fail to be so far influenced by more advanced views than his Chinese employers, that his assisting them is likely to lead to a satisfactory settlement of questions at issue, by inducing them to adopt more enlightened views. If this is the idea under which the British Government has heretofore acted, the result of the experiment in Mr. McLEAVY BROWNE's case, ought to be sufficient fully to convince them of their error. His obtaining an appointment of an important character under the Chinese Government after his return from home as Secretary to the BURLINGAME Mission, shows very conclusively that the Chinese are prepared to recognise substantially the services which may be rendered by such officials as are temporarily lent to them, and the most sanguine man can hardly imagine that, under such circumstances, a talented man will not rather endeavour to be of service to the Celestials for which he will be paid by the Chinese Government, than to be of service to the general cause of progress and enlightenment for which he would be rewarded neither by the Chinese nor by his own Government. The *role* of an official thus loaned to the Chinese Government is very simple:—"Further their views to the utmost. If doing so is in accordance with the views of the British Government, that Government will look upon you as being a good diplomatist, and able in a friendly way to influence the natives; if they happen to be antagonistic to the views of your own Government, the Chinese will be quite ready to make this up by giving you a good post in their own Service."

It may be hoped that the experience of this case—and it is by no means a solitary one—will have the effect of inducing the Home Government to take steps to prevent any of the employés in their diplomatic service accepting appointments from the Chinese. This could be easily effected by a prohibitive penalty being placed against such a step, in an agreement to be signed on their entering the service, and rigidly setting their face against any employé in their service becoming temporarily attached to the Chinese. If this were done, it would be made somewhat difficult for the Chinese to obtain officials from the ranks of the British diplomatic service. They could no longer borrow them, and if they wanted to buy them, they would at least have to pay a pretty stiff price.

Admiral Jenkins, on his arrival yesterday from Whampoa, in the United States Corvette *Lackawanna*, removed his flag to the U. S. Frigate *Hartford*.

In deference to a suggestion made by the Chief-Justice, with the policy of which, however, we entirely disagree, we withhold the report of the proceedings in the case of Battles v. the Scottish Commercial Insurance Company.

We learn that patents dated April, 1872, have been granted to Mr. N. B. Dennys, for inventions relating to the repairs, &c., of ships. If the inventions effect all that is claimed for them, they will greatly cheapen such work.

Telegraphic advices have been received from Shanghai, to the effect that the Agents of the S. S. N. Company have reduced their rates by one half, consequent on Messrs. Holt's new line having commenced to run.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 31st March, 1873.

SPAIN.

The Carlists have routed the Government Troops. Bilbao is captured, and also Berga. There is great excitement at Barcelona.

Hongkong, 1st April, 1873.

MARINE MAGISTRATE'S COURT.

BEFORE H. G. THOMSETT, ESQ., R.N.

THE "PARANA."

George Wilson, chief officer of the steamer *Parana*, was charged by William Grace, a seaman, with assaulting him on the high seas on March 6th. Complainant stated that on the day in question the defendant came up to him and asked him where he was going. On complainant's replying he was going to fit halliards, defendant ordered him to the forecastle, and following him there, accused him in very offensive terms of "loafing." On complainant's denying the accusation, the defendant knocked him down on the deck, and whilst there struck him two or three times. When complainant got up, he asked defendant why he struck him, when defendant knocked him down again, kicked him, and knocked his head against the deck. He then caught him by the jaw, dragged him along the forecastle to the jib downhaul, and beat him with the end of it.

This evidence was confirmed so far as it related to the rope's ending, and defendant, who admitted having done this, was fined $5, or a month's imprisonment.

POLICE INTELLIGENCE.

BEFORE THE HON. C. MAY.

ROBBERY OF CROQUET HOOPS.

An outside coolie was caught by Private Hagarty, on duty at Government House, walking off with three wire croquet hoops. His Worship gave him a severe lecture, pointing out the probability of some innocent servant in the house being punished for his dishonesty, and sent him to two months hard labour.

TREES.

Saw-a-tai was fined $5, in default 21 days' hard labour for breaking down branches from the trees on East Point hill side.

Sow-a-yow, found with a handful of mulberry twigs, was also brought up; but defendant said they had been given to him as fever mixture, and an old woman testified to having done so, alleging that she took them from her own grounds. It appearing that the lady had premises on the spot described, defendant was discharged.

CHINESE PROGRESS.

Pang-foong-poo, compradore to the Commissariat Department, was charged with furious driving in a basket trap along the Praya East and Queen's Road. Mr. McMicken, of the Oriental Bank, testified that defendant had no control over his pony, and was driving in a reckless manner on all sides of the road, to the danger of witness and his horse. Inspector Cradock corroborated this evidence, saying defendant had let the reins loose, and did not seem to care how the horse went along. The Inspector tried to catch him, but failed to do so till he had got to the Canton wharf.

Defendant said he tried to stop the horse, but could not, and had gone past his destination.

His Worship said it was evident the horse was taking the defendant and not defendant the horse, so he would fine defendant (not the horse) $5.

THE POLICE COOK.

No evidence being as yet forthcoming to show that P.C. Donald McDonald was justified in suspecting the above functionary of being the man who had stolen $17 from his box, defendant was ordered to find security in $10 for the next 14 days.

REGISTRATION OF BIRTHS.

Mr. Tonnochy, Acting Registrar-General, charged one Wong-a-tim, a gardener, with making a wilful false statement respecting the registry of a birth. On the complainant's application a remand was granted.

SUSPICION.

A man, who gave his name as Lee-a-fong, was brought up by P.C. Wilson, charged with being discovered half concealed under some straw on a waste piece of ground in High-street West, at midnight on the 1st instant. Defendant said he was a rice pounder, and had been in the Colony three months, being employed off and on at the shop of one Awai, in Taipingshan. He stated that he was sick, and out of funds, and had crept under the straw for shelter. The case was remanded for Awai's evidence.

A DESTITUTE.

A small boy of half Chinese and half Malay descent was found on the cricket-ground, and said he had slept there three nights, and had been three nights and three days without food. On being asked where he came from, he said he belonged to a steamer, but was left ashore. He did not know the name of the place where the steamer was going to; but it was a place whither they sent coolies to sell them. The case was remanded for a week.

The remaining cases consisted of a few street gamblings, drunks, and unlawful possessions of minor importance.

COMMERCIAL INTELLIGENCE.

APRIL 2ND, EVENING.

Closing rates:—New Patna, $612½ to $617½; New Benares, $552½ to $557½; Old Patna, $645 to $650; Old Benares, $688½ to $69½; Malwa, $590 to $600. Market steady for all kinds.

EXPORT CARGOES.

Per British ship *Green Jacket*, for San Francisco:—

14,346 bags Rice, each 50 lbs.; 155 bags Beans, each 50 lbs.; 900 bales Hemp; 52 bales Paper; 775 boxes Fire Crackers; 850 boxes Oil; 231 packages Tea; 276 boxes Arrowroot; 50 boxes Rice Flour; 200 jars Soy; 100 jars Sugar; 100 slabs Tin; 1,313 packages Sundries, and 390 Chinese passengers.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..... 4/4½ to 4/4¾
Bank Bills, at 3 months' sight, 4/4½ to 4/5
Bank Bills, at 6 months' sight, 4/5½ to 4/5¾
Credits, at 6 months' sight..... 4/5¾
Documentary Bills, at 6 months' sight..... 4/5¾
ON NEW YORK.—
Private, 5 months' sight..... —
ON BOMBAY.—Bank, 3 days' sight 228
ON CALCUTTA.—Bank, 3 days' sight 228
ON SHANGHAI.—
Bank, 3 days sight..... 74½
Bank, 15 days sight..... 74½
Private, 30 days' sight..... 75½

SHARES.

Hongkong and Shanghai Bank Shares.—52 per cent. premium.
Union Insurance Society of Canton, new shares—$900 per share premium.
China Traders' Insurance Company's Shares—$1,100 per share premium.
China and Japan Marine Insurance—Tls. 19 per share premium.
Chinese Insurance Company.—$30 per share premium.
Hongkong Fire Insurance Company's Shares—$305 per share premium.
China Fire Insurance Company's Shares—$34 per share premium.
Victoria Fire Insurance Company's Shares—$24 per share premium.
Hongkong and Whampoa Dock Company's Shares—8 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—36 per cent. premium.
Shanghai Steam Navigation Company—Tls. 16 per share premium, nominal.
Hongkong Gas Company's Shares—$65 per share.
Hongkong Hotel Company's Shares—48 per cent. discount.
Hongkong Distillery Company—$25 per cent. discount.
Indo-Chinese Sugar Company—$68 per share discount.
Hongkong Pier and Godown Company.—45 per cent. discount.

SALES ON APRIL 2ND, 1873
As reported by Chinese.

Chamois Horns. 1 case, at $173.00, by Yuet-hing-loong to travelling trader.
Vermicelli, 30 bags, at $7.80, by Yuet-hing-loong to travelling trader.
Gypsum, 300 piculs, at $1.45, by Yuet-hing-loong to travelling trader.
White Sugar, 100 bags, at $6.50, by Tai-foong-shun to travelling trader.
Green Peas, 300 piculs, at $1.88, by Kwong-wing-shing to travelling trader.
Gambodge, 2 cases, at $70.00, by Kwong-wing-shing to travelling trader.
Fungus, 30 bags, at $44.50, by Kwong-wing-shing to travelling trader.
Tallow, 20 packages, at Tls. 6.9.5.0, by Tienek to local trader.
Black Sessamums, 40 bags, at $4.25, by Tienek to travelling trader.
Saigon Cotton Seed, 800 bags, at $5.10, by Hop-hing to travelling trader.
White Sugar, 500 bags, at $5.75, by Hop-hing to local trader.
Sapanwood, 1,700 piculs, at $2.03, by Meechong to travelling trader.
White Wax, 1 piece, at $61.00, by Kong-wing-shun to local trader.
Gypsum, 300 piculs, at $30.00, by Yuet-hing-loong to travelling trader.

NEWS FOR THE ENGLISH MAIL.

THE STUDY OF CHINESE.

Few people are perhaps aware of the extent to which the study of the Chinese language has come into vogue among foreigners of late years. Since the publication of Mr. WADE's invaluable and attractive text-book, the *Tsü-Urh-Chi*, a large number of people have been tempted to endeavour to acquire some knowledge of the Mandarin Dialect, while a great impetus in this direction has been given by the rule established in the Foreign Inspectorate of Customs, that a knowledge of the Chinese language shall be a *sine qua non* with all employés in the service. Of the increased number of Custom House and Consular employés, who have of late years devoted their attention to Chinese, a tolerably accurate idea is generally entertained, but, in addition to this, there have been a large number of people engaged in mercantile and other pursuits who have deemed it worth while to begin the study. Unfortunately, as a general rule, few who do not occupy official positions have carried the study to any great lengths, and this is no doubt the chief reason why so little is heard upon the subject. People, as a rule, do not care to speak about matters in which they have failed, and it must be admitted that to commence a study like that of the Chinese language, without carrying it to practical results, is something in the nature of a failure.

It is, however, worth while to enquire the cause of so many having commenced Chinese, and having, after devoting considerable time and attention to it, ultimately set it aside. This has not been the case only with those lacking in the perseverance necessary to carry any study to perfection. The writer could give several instances of men of a steady and plodding disposition, and by no means lacking in talent, who have failed in the perseverance necessary to carry them to any great lengths in Chinese; and there must, therefore, be some very strong reason to cause this result in so many directions. Of course, it will naturally be concluded that the explanation is to be found in the difficulty of the study; but we believe that this will not alone account for it. Chinese is no doubt difficult, but the difficulties are such as can be surmounted, at least sufficiently for practical purposes, by simple industry and perseverance, and are certainly not by any means so great in a scholastic point of view, as those easily surmounted by the same men who give up Chinese not in despair, but certainly in disgust. We are disposed to think the reason is generally a very simple one, and consists in the extremely small encouragement which is given to men who do not hold official positions to persevere. After a man has spent a year or two at an extremely dry study, he naturally calculates the cost in time and trouble, if not in money, of the undertaking, and sets it against the chances of its being of any value to him. He finds that he has to devote two or three hours daily to the most hum-drum and perfunctory study which has ever been brought before him, since the days when he had to learn his alphabet and his multiplication table. So many uneuphonious syllabes to be committed to his memory and his lips, so many crooked and uncomfortable looking characters to be thoroughly mastered, so much of the most uncouth and unscientific of idioms to be acquired;—a vast exercise of patience, of memory, of plodding, relieved by few new thoughts, and but little exercise for the reason, the imagination, or the feelings—and all under the direction of an uninterested and unsympathetic Chinese teacher, who has not the vaguest conception of the science of language, and who is for the most part a more pronouncing dictionary. It naturally occurs to him after a time that if no practical end is to be attained, he will gain more by devoting half the trouble in some other direction; and when he looks around him, he finds extremely little chance of his ever being able to turn his Chinese knowledge to any account.

Such is the history of a very large number who have dipped into the mysteries of the language of the Celestial Empire. It can hardly be considered that they do not act with tolerably sound sense in giving up what they have such just reason to conclude is a very useless waste of time and energy, and it would be quite wrong to conclude from the numbers who commence Chinese, and leave it off after one or two years, that there is really any insuperable difficulty connected with the study, or that if there were more encouragement to master Chinese we should not find a sufficient number of Europeans quite capable of doing so. Let there be to-morrow the certainty that a good knowledge of Chinese—say a familiarity with the 2,000 or 2,500 characters in Mr. WADE's book, and the exercise and documents which it contains—would enable people to obtain good appointments in the space of one or two years, and, by the end of the latter period at all events, dozens of people possessing this amount of knowledge would be forthcoming. Those who have given up the study after finding it was not likely to be of practical use, would renew it with vigour, and the bulk of the past labour would be of use to them. As long, however, as the utmost good that a man can expect from pursuing this very hard study is to acquire little more knowledge of the Chinese and their habits than he can learn by studying translations, and by careful observation of passing events and of the people around him, he will be very apt to put off further plodding at tones and characters to a more convenient season—that is, to a time when there is at all events some possibility of its being of direct and practical use.

THE AUDIENCE QUESTION.

Pending the receipt of further particulars concerning the settlement of the audience question, it is difficult to form any accurate idea of the extent to which it will influence our relations with China. It may mean everything, or may mean nothing. It may be an indication that the rulers of the Celestial Empire are at last determined to enter *bona fide* into the comity of nations; or it may only mean that they have after mature thought hit upon some plan for shuffling out of the difficulty which has long been puzzling them. Everything must depend upon the details. There may be the right of audience only in the sense that the Ministers will receive a formal presentation to the Emperor, or it may be in the sense that they will have similar opportunities of consultation with the Sovereign as are enjoyed by the Ministers at foreign Courts. It is only in the latter case that the concession will be of immediate and practical usefulness; and even in that case it will doubtless be long before the occupants of the Dragon throne will converse upon terms of confidence with the Representatives of the outer barbarians.

The most probable mode in which audience will at first be conceded is no doubt only in the formal manner first suggested. It is not likely that China will so completely throw off her old traditions, as at once to concede fully the right of audience with the Emperor. Still it will be a considerable step in advance that the right has been conceded at all; and if the immediate results are not all that we could wish, we may at least congratulate ourselves on something having been done. The thin end of the wedge being once inserted, it may be hoped that the door will be opened ere long to further progress. The old prejudices regarding foreigners must have given way to some extent by the present time; and when it becomes known that foreigners have actually had the light of the Imperial countenance shining upon them, it will be impossible for the large masses in the country to regard them longer as altogether without the pale of civilization. Of course one great point is the extent to which the fact will be permitted to be generally known. At first, it is very likely that every attempt will be made to misrepresent the actual fact; but if we may judge by experience, it is not likely that this will succeed for any great length of time, especially as the Ministers cannot fail to be on their guard in respect to it from the first. In the earlier days of our intercourse with China we were as rigidly precluded from seeing even an ordinary Mandarin, as we have hitherto been from having audience with the Emperor. At the present time our Consular representative at Canton is on confidential terms with the Viceroy, and at other ports the Consuls are able to settle matters of a general character without much difficulty by conferring with the Taootais at the various places. The possibility of this might have been doubted on very similar grounds to those which give us reason to refrain from being too sanguine regarding the results of audience with the Emperor; but time has overcome many difficulties in the one case, and we may hope it will do so in the other.

The events which have taken place in Japan can scarcely fail to have their influence at Pekin, and to show to the officials there that it is quite possible to enter upon equal relations with foreign nations without, as they have always dreaded, overthrowing the existing order of things to a dangerous extent. This result cannot be looked for immediately as China is very slow to move, and is not likely to change suddenly as was the case with Japan. But by degrees new ideas must be infused even into the minds of Chinese officials by seeing a system very similar to their own assimilated to that of foreign nations, with results which they cannot deny to be advantageous. One very important fact should not be overlooked in considering this question, and that is that in the earliest days of foreign intercourse with China, the Catholic Missionaries who led the way were in favour with the Court of Pekin, and were looked upon as authorities upon many matters—some rude notions of some of the sciences, especially astronomy, having been eagerly learned from them. This fact is sufficient to show that the international prejudices which unquestionably exist between Europeans and Chinese are not such as will preclude friendly intercourse between the educated classes of both countries. The opposition that has existed has always been to a great extent of a political character, and if events so progress that causes of political suspicion and antagonism be removed, we may expect to find that the next ten years will mark a great change for the better between the relations of the Celestial Empire with the outer world.

The importance of the concession of the right of audience is indeed perhaps to be judged rather by the indication which it gives of a willingness on the part of China to make some steps in advance than by the results which we can look for, at all events some years to come. There can be no doubt that only a very strong conviction that it was necessary to improve relations with foreigners would lead the Chinese Government to the adoption of this step; and if once the principle of friendly co-operation be adopted by the high authorities at Peking, the chances of foreign progress in China will be far greater than they have hitherto been, and, in fact, a new era will have been inaugurated.

HONGKONG.

The Government *Gazette* has published the official returns of the various cases before the Supreme Court and the Magistracies during the past year. Among the latter—which of course afford the best general index of the nature of crime in the Colony—there were 785 cases of common assaults, 1,189 "no passes," 1,254 disorderly conduct of Europeans, 336 ditto among Chinese (with fighting); 7 cases of kidnapping; 603 cases of larceny, 188 cases of mendicancy, 901 nuisances, 360 obstructions, 572 rogues and vagabonds; 478 noises by hawkers, 220 street gamblings, and 330 unlawful possessions. The total number of cases taken cognisance of at the Police Courts during 1872 was 9,950, or an average of 33 per diem.

The Pier and Godown Company's pier is completed for the present, it having been decided to defer putting on the T-head as originally proposed, as it is found that there is, as the pier now stands, ample accommodation for four steamers at a time, and it is not likely for some time that more will be requisite. Should more accommodation be required at a future date, the T-head can then be put out at the end.

We regret to have to announce the very sudden death of Dr. McCoy, the Colonial Surgeon. He was in fair health and spirits on Sunday the 23rd ulto., and retired to rest that night as usual, but was found dead at 5 a.m. the following morning. The cause of death is said to be disease of the heart, and it appears he had for some days been complaining of pain in that region.

A singular robbery has taken place, concerning which a variety of reports have been made, one version being as follows. It seems that a native opium firm intended to evade the Customs' Duty at Canton on about fourteen hundred dollars' worth of opium, and sent it off in a fast boat, to be placed on board the lorcha lying off Green Island, and the Captain of the fast boat made off under cover of the night with his prize, and has not since been heard of. The matter has been before the Police Courts, but is by no means cleared up.

H. E. the Governor has received a despatch from H.M. Minister at Peking, stating that the Assumption of the Government of the Emperor of China, was notified on the same day, on which it occurred (23rd Feb.), to the Foreign Representatives, by the Prince of Kung and the Yamen of Foreign Affairs, and that on the 24th February the Ministers of England, Russia, Germany, United States, and France addressed a collective note to the Prince, requesting him to move His Imperial Majesty to receive their congratulations in person. No reply to this had as yet been received, nor was any expected for some days. The Emperor's accession was unmarked by any popular or public official demonstration.

An inquest has been held on the body of a Chinese woman who died in childbirth, under the most revolting circumstances. She had been allowed to lie five days in Labour, and was ultimately delivered by Dr. Wharry, Superintendent of the Civil Hospital. The enquiry was adjourned.

The adjourned inquest on the body of a seaman which was found on the hills at Pokfulam, was concluded on the 30th ulto. The further evidence adduced seemed to show that the deceased might be an American man-of-war's man named Spur, but the jury declined to identify, and returned a verdict of "Found dead from gunshot wounds." This hesitation proved to be wise, as Spur turned up next day, on seeing the reports in the papers.

An action for libel brought by Captain Overbury against the Proprietors of the *Daily Press*, has resulted in a verdict for the plaintiff with $1 damages, the Judge awarding $1 costs. Captain Overbury had been for some time Manager of the Sailors' Home, and complained of some aspersions on the management of the Home, contained in an article on the subject published by the *Daily Press* on the 10th, and a letter published on the 19th of December last.

MACAO.

News has been received that the Portuguese Corvette *Duque da Palmella*, which left Hongkong for Saigon with the new Portuguese Consul for Siam, and struck on a rock near Cape Saint James, will probably be condemned at Saigon. The Governor of Macao left by the French mail for that place to meet her, and will in consequence of the disaster be unable to carry out his diplomatic mission to Siam.

AMOY.

(*Shanghai Courier.*)

Some time ago, when writing to you, I gave you a brief account of the depredations of the tigers to the west of Amoy. Since then, news has arrived of their having appeared in the mountains that lie about 50 miles north of this. From all accounts they appear to be committing great havoc, and to have become the terror of the region they inhabit. In the course of three or four months they have killed 20 persons, and of course an indefinite number of pigs, &c. A certain temple, which is situated away in a lonely spot among these hills, has been rendered tenantless and uninhabitable by them. A short time since it was occupied by three persons—a priest, a labouring man whom he had engaged to assist him in tilling a few fields belonging to the temple, and the mother of the latter. One evening, in returning from the fields, they were set upon by the tigers, and the whole of them killed. Such terror has taken possession of the country people that they dare not go out early in the morning, or after a certain hour in the afternoon. The farmers, each morning, are accustomed to assemble together, and after beating of gongs and firing of guns, they feel they may go in safety to their fields. Various consultations have been held among the wise heads, both as to the cause of the irruption of these unwelcome visitors, and the means by which they might be repressed. The result, as is often the case in such deliberations, has not been very satisfactory. It was at first believed that these animals would, of course, be under the control of the god of the Earth and the spirits of the mountains. The elders of the people accordingly selected a spot in full view of all the prominent hills around, and there offered a sacrifice to these invisible nothings, at the same time imploring them to lay stringent injunctions on the tigers that they should behave themselves in a more becoming manner for the future. The tigers replied to this challenge by the very next day devouring another man, and by repeating the same process whenever chance gave them an opportunity. After another consultation among those who were supposed to know all about such matters, it was decided that these animals were not, in reality, tigers after all, but certain powerful demons that, for the time being, had assumed the form of tigers, in order the more effectually to carry out their feelings of hatred to man. It was, therefore, determined to apply to the Imperial Taoist priest, who is regarded as the very high priest and Pope of the Taoist persuasion, and who is believed to be able to control the spirits, and to have infallible specifics for bringing them to submission. The wise heads advised that a messenger should be sent to him for yellow paper charms to be posted in convenient places on the hills, which would have the effect of driving the tigers altogether out of that neighbourhood. The less knowing, and such as were not initiated into the mysteries of spirit life, took a more practical view of the matter, and suggested that this plan would be not only expensive, but also risky; as there was no certainty that the charms of the Imperial wizard would be successful. It was proposed, instead, that a foreigner from Amoy should be invited to come up and kill the tigers. This proposal was evidently a popular one; for a deputation was at once sent to Amoy, who somehow or other found their way to my place. They had a very sorrowful tale to tell, and they begged me to assist them in the object for which they had come to Amoy.

I think I mentioned in one of my letters that the Great Northern Telegraphic Company were erecting in Amoy a short telegraphic line between their offices and the American Consulate. Their idea, I believe, was to give the Chinese authorities a practical illustration of the working and value of the telegraphic system, and at the same time pave the way for its fuller introduction into the country. They accordingly, when the line was completed, invited the Mandarins to visit their establishment, and see for themselves the way in which messages were transmitted, &c. None of them, however, would attend, and the end has been that the whole has been pulled down. Rumour says that this has been done in consequence of a protest from the Tau-tai, who declared that its erection was an infraction of the Treaty. Popular opinion says that the whole telegraphic establishment is to be shortly torn down by the Mandarins, and that, in fact, they are only waiting for H. M. S. *Elk* to go on one of her accustomed cruises to Formosa, to carry their plans into operation. I have no doubt, in my own mind, but that these long poles that looked to us so homelike, have been the cause of all this commotion. The Chinese have a mysterious dread of tall or lofty objects. They fancy they gather around them invisible forces that act with tremendous power on everything they overlook. The consequence is that, where natural objects of this character exist, the Chinese resort to the most grotesquely absurd methods for shielding themselves from their baneful influence. The "heathen Chinee" is remarkably wise and shrewd in many of the practical pursuits of life; but, whenever superstition throws its shadow over his path, it seems at once to deprive him of all his usual powers of reasoning. The sudden collapse of this tentative effort does not augur well for a speedy introduction of the telegraphic system into the interior of the country.

SHANGHAI.

The Grand Duke Alexis gave a reception to the foreign Consuls on the 17th ultimo. In the afternoon H. I. Highness visited different parts of the settlement, including the Kiaou-chang-mow Arsenal and the Catholic Schools at Sickaway. He left in the steamer *Kiang-tung* on the 18th ultimo. After visiting Chinkiang and Nankin, he will proceed to Hankow, and return to Shanghai about the end of the month.

Dr. Williams has given a lecture at the Masonic Hall on reminiscences of travels in Egypt and Syria. The lecture is spoken of very favourably. He remarked that to compare the civilization of Christian with that of non-Christian nations was unfair and unphilosophical; but a comparison of the civilization of two such non-Christian nations as Egypt or Turkey, and China was legitimate. His residence in China and his travels in Egypt and Syria in 1845, gave him the materials of making such a comparison, which he forthwith proceeded to illustrate by a recital of various facts observed during his Travels. His lecture, which lasted about an hour and a quarter, concluded with an interesting and admirable series of general remarks.

The *Courier* has the following with reference to the wreck of the *Kiangloong*:—

It will be seen that Mr. Coryell, Marine Superintendent of the S. S. N. Company, has returned per the *Fire Queen* from the wreck of the *Kiangloong*. The *Moyune*, which arrived to-day, brought back the steam chest and parts of the engine of the lost steamer, with a portion of her cabin furniture. There were also salved from her some 1,800 packages of bale goods, more or less damaged, as well as about 600 bags of sugar, and several hundred bales of cotton, which latter were taken on to Hankow by the *Tungting*. The cargo of the lower hold, which consisted chiefly of sugar, was inaccessible and unsalvable. The steamer's back is bent from midships aft to fully half a right angle. We believe there is little probability of much more of the good ship *Kiangloong* being saved. The *Moyune* brought down her officers and crew, leaving only the second officer and a seaman to watch proceedings. Nearly abreast of the wreck is a native village, the inhabitants of which have become suddenly transformed into a swarm of daring and skillful wreckers, who hover round the stranded steamer night and day, each eager to make the most of such an unusual piece of good fortune. The water of the river is rising rapidly, and as it rises, the current increases in velocity, so that we may expect any hour to hear that the forward half of the *Kiangloong* that was at first firmly seated on the rock, has followed her after part into the deep water astern. The water at Olyphant's Island which, two weeks ago, was down to 7 ft. 6 in., has now risen to 10 ft. 6 in.

The *Daily News* gives the subjoined items:—

At the sale of griffins at the Horse Bazaar, of the 17th, the highest prices on record, for a large mob, were realised. Thirty-five griffins were sold, at prices ranging from Tls. 260 downwards; half-a-dozen being Tls. 200 and over; a dozen, Tls. 100 and over, and the lowest Tls. 45. Some 32 out of 35 were disposed of. Out of a lot sold last week, a pair which had been neglected by the bidders and did not bring the limit of Tls. 50, were in consequence of their "likely" promise on a subsequent trial, sold privately, yesterday, for Tls. 450. Another fine lot of griffins, selected by Cha-dah, are to be offered to-day. The success of the auctions this season augurs well for the forthcoming Race Meeting.

For the first time in history, Saint Patrick's day was celebrated in Shanghai by his votaries, at a formal dinner. It is needless to say that the day has never passed unrecognised; at private dinner parties due honor has, again and again, been done to the memory of the Saint and to the glories of Erin; but this is the first occasion on which Irishmen have emulated their Scottish brethern, in holding a general gathering; and when we say that twenty-seven Irishmen were assembled, under the presidency of Mr. Kingsmill, with Dr. Barton in the Vice-chair, we need no further assurance that a most pleasant and social evening was spent. The usual loyal, patriotic, and social toasts were drunk with growing enthusiasm; and it was not till nearly 2 a.m. that the last bowl of punch was emptied.

We referred, a few days ago, to the existence of scurvy among the crew of the barque, *Kirkland*, and to the probility that the case would attract enquiry. We now learn that the ship was inspected by Mr. Tapp on the 12th instant, when it was ascertained that scurvy had broken out two months before her arrival; and that, for the last three weeks, no sugar had been served out, so that the men were unable to drink their lime juice. It is well known that, when the mouth is badly affected by scurvy, men cannot swallow lime-juice unless it is sweetened; and all foreign-going ships are bound to carry sugar, for this reason, irrespective of the regulation allowance. Seven men of the crew were found to be affected, six of them very badly, and their cabin to be in a foul condition. They complained much of being kept on board the ship, where they could not possibly have the attention their case demanded; and H. B. M. Consul has directed the master to send them at once to the Hospital, and to have the cabin thoroughly cleaned, disinfected and painted. The men have since gone into the Hospital.

The Asiatic Society held a meeting on the 26th March, at which papers were read by Mr. Schmidt on "the Early History of Shanghai," and by Mr. Kingsmill on "The legend of Wen Wang, the founder of the Chow dynasty." As will be seen from the brief sketch of proceedings, the first paper evoked many interesting reminiscences from some of our older residents.

We hear that, as the crew of the missing lorcha *Maudarin* were chiefly Chinchew men, the Chinese gunboat which has gone in search of her purposes to look in first at that port; after which other ports on the Fokkien coast will be visited, if necessary.

It is a remarkable fact that, during the past month, there have been upwards of 500 Griffins offered for sale by public auction at the Shanghai Horse Bazaar; and we are informed, upon reliable authority, that the same pony has never been put up twice, unless he was not cleared the first time, which rarely happened. Judging from these figures, we imagine that the plains of Mongolia have been considerably thinned, as it is affirmed that each mob comes direct from that locality.

We hear that the steamer *Daybreak* was yesterday transferred by Messrs. George Barnet & Co. to the C. M. S. N. Co. She is this morning advertised for dispatch to Tientsin. The purchase money is said to be Tls. 100,000.

Mr. John McLeavy Brown, late Assistant Chinese Secretary in H. B. M.'s Legation, has at length definitely accepted an appointment in the Customs, and may be expected shortly in China. The above paper also notices the arrival of Mr. McKean, late of H. B. M.'s Consular Service, who has accepted an appointment in the Peking College, as teacher of English, and will proceed to Peking at once to take it up. The present incumbent, Mr. O'Brien, formerly of H.M.'s Consular Service, is to join the Customs staff.

The Chamber of Commerce has addressed a letter to the Foreign Office asking that Shanghai may be made a port of Registry. The full text of the letter is given further on.

We take the following items of general interest from the Shanghai *Courier*:—

We are sorry to learn that during the interchange of salutes between H.I.R.M. frigate *Bogarin* and H.M.S. *Cadmus*, one of the seamen on board the former is said to have lost one of his legs, and another was seriously injured. They are both in the General Hospital.

A fire broke out on the 24th ultimo, in the rear of Messrs. Pustau & Co.'s hong, caused by the kitchen fire having somehow communicated with and set fire to a wooden ventilator. The alarm was, however, at once given, and a Babcock's Extinguisher being at hand and promptly brought to bear on the flame, it was got under almost instantaneously.

There has been a report current that the foreign Captain of the lorcha *Mandarin* has been murdered by his crew near Woosung. The rumour is, we believe, based, not on specific information, but on the fact that on Sunday, the 23rd ultimo, the lorcha was observed within five miles of Woosung bound for Shanghai, and has not since been heard of. There was, it is said, $500 or $600 on board. Her disappearance is certainly mysterious; still, there is room for hope that the worst fears may prove unfounded.

At a sale at the Horse Bazaar one of the Tientsin Griffins realised Tls. 600, and two others Tls. 200 each.

TIENTSIN.

(*N. C. Daily News.*)

The last seven days have been warm, the thermometer only falling at nights to about 29 deg. Fahrenheit, and during

Million is required by the Fantai himself to pay up the arrears due to the Civil and Military Mandarins and the regular troops; all of whom have received little or no pay for the past 20 years, and are anxiously awaiting the squaring up of their accounts; many of the Mandarins being reduced to actual beggary.

Ever since Kweichow became a province of the Chinese Empire, it has been dependent on other provinces for the wherewithall to pay its officials, &c., &c., more than taels eight hundred thousand per annum; whereas, it might not only be made self-supporting, but able to make a handsome yearly contribution to the impoverished Imperial treasury, by simply raising a loan of three million taels,—two millions to pay up arrears of salary: part of the remaining million would be required to make a *good cart road* from here to Chenyuen-foo, a distance of about 500 lee, thus connecting Kwei-yang-foo with a navigable watercourse, *viâ* Hunnu to Hankow. The remainder of the money to be used in buying a plant of machinery for the manufacture of iron and steel, from the ore which abounds within 50 lee of this city; and, in fact, throughout the whole of this province. As soon as these mines were in good working order, Kweichow would be able to turn out its own machinery for the working of the precious metals, which also abound here; and a few years hence could provide the whole Empire with gold, silver and copper coins, and the Arsenals and Dockyards with the different metals and timber they may require, besides repopulating its now desolate towns and market places by finding employment for millions of poor people, who would gladly emigrate from those over-populated provinces, Hunan and Szechuen. Kweichow being repeopled, cart-roads could easily be made to the different capitals of the surrounding provinces, which would at once provide outlets for the produce, and deal a death-blow to existing brigandage, continually practised by the many different tribes of aborigines, and who so often break out into open warfare, defying all authority in their mountain fastnesses.

20,000 rifles and 3 light field batteries of artillery have been required to restore peace; double that quability may not be sufficient next time, unless the province is provided with good roads, by which troops could be thrown in from each of the surrounding provinces, so as to crush in "the bud" any rise to arms that might hereafter be attempted. Otherwise, there may be another 20 years war! At present the aborigines make better arms and ammunition than what is produced from the Imperial Arsenals that are not under foreign superintendence. To prevent them making arms, &c., would cost more than to make roads, and cause much disaffection; while the making of roads would not only find employment for them, but also enable them to mix with other people, and find markets, where they could readily exchange the fruits of their land and industry for elegant and useful commodities, indispensable to the civilization of mankind, and which they have hitherto been unable to procure, owing to the difficulties of transit in their mountainous country. Under a good government, Kweichow might almost become to China what Scotland is to Great Britain; and what are now troublesome, unruly, and unwilling subjects might become peaceful, industrious, and faithful citizens, and useful members of civilized society! Let us hope that the day may not be far off when Kweichow shall be one of the most flourishing provinces of the Chinese Empire.

Five years of active service in various parts of this delightful and all-producing but sadly and ignorantly neglected province, have naturally made me feel an interest in the development of its apparently inexhaustible resources, and in the welfare, happiness and prosperity of its poor but interesting population, who have ever treated me with the kindest civility and greatest respect during my sojourn here. All classes of society, from the highest civil and military officials, literati and gentry, to the humblest Buddhist and Taoist priests, tradesmen and country peasants, have given me the heartiest welcome, when and wherever I have met them, not only on account of my official position, but because I am a stranger or guest, and an Englishman.

YOKOHAMA.

The British mail steamer *Bombay* brings news to the 22nd instant. There have been rumours of rebellion of a serious character at Satsuma, but according to the *Japan Mail*, they were without foundation. A daring attempt at burglary was made on the premises of the Pacific Mail Company, but was fortunately frustrated. The brig *Wanja*, which left Hakodadi ice laden for Yokohama, has been totally wrecked. The captain and crew have arrived at the latter port in safety.

A somewhat important diplomatic question has arisen between Japan and China, concerning which Soyejima, the Minister for Foreign Affairs, left Yokohama on the 13th ult. in the *Fujiu-Kan* accompanied by the *Malacca*, two vessels of the Imperial Navy, for China.

The object of his visit is stated by the *Japan Mail* to be, to demand from the Chinese Government the punishment of the inhabitants of Formosa for their lawless and savage treatment of several Loochoosans who either landed or were thrown by misfortune on that Island, and who met—it is said—the horrible fate of being eaten by the natives. The Loochoo Islands formerly owed fealty to the clan Satsuma, the members of which are bigoly incensed against the Formosans on account of the treatment by these of their clansmen. Great excitement prevails throughout the clan, and it is also observable that a movement of troops is being made towards the territory formerly known as Satsuma's. The ardent desire, and indeed, demand of the clan is that the Formosans shall be punished either directly by the Chinese Government or by itself, and although the Court at Yedo is very reluctant to take steps involving unpleasant negotiations with China, the pressure brought to bear on it by the clan has been so great, and the desire for revenge—a sacred duty in Japanese eyes—is so strong, that nothing less than the measures now adopted would appease or allay it even temporarily. The *Japan Mail* expresses a hope that the Government at Pekin will meet the Japanese Commissioner in a just and amicable spirit, and take such steps in regard to the Formosans as will satisfy his legitimate demands. China, it considers, will certainly not permit the punishment of her subjects to be administered by Japanese hands, and trouble of a serious nature may easily arise between the two Governments unless she consents to do justice to the demands of Japan for reparation for outrages which have inflamed an important and warlike section of her people.

A rather ridiculous disturbance has taken place in the Yokohama Race Club, in consequence of the "Momban"—whatever that may be—having a stop watch. The "Momban" appears to be the native employed to look after the course; but throughout the whole report of the affair no explanation is given of this term. The *Mail* makes the following comments on the matter:—

At the meeting of the Race Club the Committee obtained what was equivalent to a vote of confidence by a majority of 7 votes in "a House" of about 50 members, although it must be told that only 37 voted. This, taken in conjunction with the fact that two or three years ago there were over 100 members in the Club, and are now but 62, proves to us that the action of the Committee is not generally regarded with favour by the sporting members of the community. But we think also that there has been a singular impracticability and captiousness about the opposition party which have tended to make the Committee a little more arbitrary, or possibly we should better say, unyielding, than they otherwise would have been. It is not often that any one's blunder makes an apt illustration wherewith to point the moral of a controversy. But there is a good story told of a provincial actor who was playing Sicinius to John Kemble's Coriolanus at Bristol, and who was noted for a bad memory which forced him constantly to "gag" in his part. He had the following words to deliver:—

For that he has
(As much as in him lies) from time to time
Envied against the people, seeking means
To pluck away their power:

instead of which he said:

For that he has
(As much as in him lies)
Gone about making every body very uncomfortable!

(Imagine the disgust of the stately tragedian!—) But it strikes us that this is at the root of the matter. There are dispositions which nothing satisfies and nothing pleases. Yet surely there are times when nothing is so good as silence, even when men are in the right. Then, what is all this petty and frivolous question about the stop-watch? Why was it not brought forward when the momban was first detected with it? He should certainly be prohibited from keeping a stop-watch, because he is, as it were, an officer of the course. But to dismiss an old and valuable servant for an act which his utter and necessary ignorance of the *morale* of racing—for we supplise even racing has some dimited decalogue—made a very venial one, would have been a very harsh and unnecessary measure, and the question was never worth more than a few words between the members of the Committee in unofficial conference. It seems to us like a joke, or a judge and jury club argument, where there can be words, debates, and divisions upon such trifling and easily adjusted questions.

The Opposition is much exercised because many of its most radical members refused to vote on the occasion, and allowed their discretion to run off with their valour. The native hue of their resolution became sicklied o'er with the pale cast of thought. But the leaders of the Red should never forget that

A merciful Providence fashioned us holler,
On purpose that we might our principles swaller.

A courage which may leave disagreeable traces on the annual balance sheet is not to be expected in a sphere where men are not uninfluenced by the relations of agent and principal. And now "let us dissemble"—and cry "pax."

The *Japan Gazette* of the 24th ulto. gives the following account of a recent fire:—

One of the most serious fires which was happened of late years in Yokohama broke out, about ten o'clock on Saturday night, in the native town, at a carpenter's shop in the Aioucho, two doors from the large hotel known as Tsizen, and raged for a space of four hours, sweeping away no fewer than 1,509 houses, clearing nearly 44 acres of ground, rendering 5,672 men, women, and children houseless and beggars, and, it is believed, causing the loss of 26 lives. When the fire first broke out amongst a heap of shavings, the carpenter stifled it, as he thought, effectually; but it still smouldered, and presently again streamed out in a blaze. He still strove to extinguish single-handed, for fear of being punished for his negligence in letting it originate, and therefore deferred calling the neighbours till it was too late. The flames speedily attained complete possession of the house, and a breeze springing up shortly afterwards, fanned the fire till the whole quarter was devastated. The American Private Fire Brigades were stationed in the Otomachi, and its extension was prevented beyond that street by their endeavours, whilst the Yokohama Fire Brigade energetically worked to stop its progress towards the east. On the west its spread was prevented beyond the eastern side of the Bushida-machi. The native engines were utterly useless, and the great mistake committed by the Government of filling up the canals, without providing any substitute whence water could be drawn in case of fire, was painfully obvious; for the tide being low, there was not even recourse to be had to the main canal.

During the fire a kind of whirlwind was created in the centre of the area of flame, which had the effect in places of suddenly so intensifying the heat and smoke that all had to retreat for their lives.

NAGASAKI.

A correspondent gives some particulars regarding a Japanese College at Kurume, near Nagasaki, which have interest as this is one of many similar schools scattered through the country. "Kurume is about 80 miles from Nagasaki. It is a town of considerable size, and apparently in a flourishing condition. The College contains 150 students, most of whom are the sons of officials and gentlemen. There are altogether fifteen teachers—ten teachers of English, and five of Mathematics; and many of the students have made considerable progress in both of these departments. As we said before, Kurume is one of many similar schools that have been established through the country. The plan of the Government appears to be, to gradually supplant the study of Chinese by the study of English; the people seem generally pleased at the change, and treat their Foreign teachers everywhere with a respect which forms a refreshing contrast to the demeanour of the Chinese toward barbarian interlopers."

The Nagasaki *Express* says a line of small steamers established for the purpose of running between Tokitz and Omura has been discontinued, on account of the limited trade carried on between the two places. The number of passengers is also found to be very small, and the proprietors of the vessels came to the conclusion that the line could hardly pay expenses. The same paper mentions that the Japanese Consul-General for China passed through by the last P. M. steamer. He was accompanied by a secretary of the 2nd class, Mr. Takao, and proceeds to Foochow, at which port he will reside. Mr. Gou, secretary of the 1st class, for Shanghai, was also a passenger by her.

"Advices received by the P. M. steamer *Ariel*, appear to have set the Chinese pig operators on the alert. They have been making an active search after pigs, both in the native town and foreign settlements, and the price for these animals has risen considerably. But this, together with the freight demanded per *Oregonian* to Yokohama, viz.: $60 per ton, has unfortunately prevented any considerable numbers from being shipped away."

The *Gazette* says H. I. R. M. S. *Bogatyer* arrived from Yokohama on the night of the 11th ult., and left again on the 15th for Shanghai. The *Bogatyer* has been ordered to Shanghai to wait for H. I. H. the Grand Duke Alexis, to convey him to Nagasaki.

The Governor of Nagasaki, along with those of many other departments, has been suddenly summoned to the capital; which leads it to be supposed that matters of importance are under discussion. A boat of considerable size lying in Messrs. Mitchell & Co.'s yard was launched into the harbour by some thieves and stolen. There are now about 400 licensed jinrickishas plying for hire in Nagasaki. A line of fortress is being planted along the Oura Bund. Compulsory education is said to be contemplated. The British steamer *Eliza Hunting*, rice-laden, from Hiogo to Amoy, landed her pilot off Nagasaki on 25th February and proceeded on her voyage. The Russian steamer *Courier* has gone on the Patent Slip to repair damages sustained by running on a rock at Ayan in Russian Manchuria. The racing spirits of Nagasaki, triumphing overall external difficulties, have had a meeting comprising three events on a course of 560 yards in extent, 15 miles distant from the Settlement. Though a miniature, it was perfect in all its features and appointments. From the *Express* we take the following items:—

Among the passengers by the P. M. steamer *Oregonian* which arrived here from Yokohama on Tuesday last, was His Excellency Sawa Nabonyosi, Envoy Extraordinary and Minister Plenipotentiary to the Court of St. Petersburg. We understand that he awaits here until H. I. J. M.'s Iron-clad Corvette *Ru-jo-kan* arrives, which is expected here in about a week's time, and will bring Mr. Soye-sima Tane-homi, Minister for Foreign Affairs. The *Ru-jo-kan* will remain here three or four days and then leave for China, with both Ministers, who will visit Taiwan, and afterwards proceed to Peking, for the purpose of discussing matters connected with the Treaty between China and Japan. Afterwards the corvette will convey His Excellency Sawa Nabonyosi to his post in Russia.

The first of the Japanese Mail Company's steamers, the *Comio-maru*, started yesterday from this port with cargo and the mails on board. She proceeds first to Akata, and calls at Shimonoseki, en *route* for Osaka, from whence another vessel will convey the Mails to Yokohama and Yedo. The next steamer is expected here in about two weeks time.

The paper money formerly issued by the Daimios of this island, is now being called in by the Government, who have sent several officers to this port for the purpose of assisting the Governor in examining the notes tendered. This currency is principally held by the farmers or villagers; and the sum reported to be afloat is stated to amount to nearly 3,000,000 Rios. The Agent of the Mitsu Banking Company at this port has recently received by some of the Japanese steamers remittances in gold coin, for the purpose of paying off these obligations, which must be sent in for examination not later than the end of the present month. We hear that very few spurious notes have been tendered up to the present time.

HIOGO.

The desirableness of having some laws or regulations for the preservation of game is engaging public attention. It appears that the native Hospital at Kobe is deprived of the benefit of foreign medical advice from inability to pay a foreign practioner the required amount of remuneration. The Municipal Police have been put in uniform—a dark tunic and trousers with cord binding. The Athletic Sports of the K. R. and A. C. are to take place in April. Some 160 packages containing goods of American manufacture arrived per last mail for the approaching Kioto Exhibition. The steamer *Kusho Maru* has resumed running. Lot No. 36, on the Concession, was knocked down by public auction by Mr. Protrowski to Capt. Reynell, for $4,000. We quote the *News*:—"The lighthouse tender *Thabor* arrived on her regular tour of inspection yesterday morning and left at daylight to-day. Nothing out of order had been observed so far on the trip. The British schooner *John M'Kean* had put in to Oosima short of provisions after a trip of fourteen days from Taiwan-foo. She had had rough weather and lost her jibboom. The light keeper had furnished her with provisions and she is now boating up the Kii Channel."

The Japanese Government have under consideration the use of Roman letters as an alphabet for the Japanese language. The Vulcan Iron Works are said to have been sold to the Japanese for $55,000. The *News* in an article expresses regret that so valuable a property should have fallen into the hands of the natives. An interesting account is given of the Japanese experiments in journalism, as illustrated by the first 67 numbers of the native local paper, the *Kobe Minato Shimbun*.

The Kioto Exhibition was to open on the 12th March, and the *Hiogo News* says signs of it were becoming manifest, in the arrival of visitors, and much discussion as to the relative advantages of routes. The same paper further announces that H. B. M.'s Consul has not found it compatible with a strict regard to his duties, to issue passes for Kioto until 24 hours before the Exhibition shall open. Those British subjects, therefore, who may wish to be present at the opening, may accomplish their object if they obtain the signature of H. B. M.'s Consul at daylight and can travel five miles a day till sunset. It has also been notified that all foreigners applying for passes to visit Kioto have now to give a bond for Mex. $100, signed by two sconrities, who shall be, in the opinion of the Consul applied to, "good" for that amount. It would perhaps prevent inconvenience in some cases if therefore, strangers from a distance were to provide themselves with letters of introduction to some firm here of established reputation.

The programme has been issued, of Athletic Sports to be held on the 26th April. At a meeting of the Municipal Council, the construction of a new Engine House, to accommodate both Fire Brigades and the Hook and Ladder Truck, was authorized. New Fire Wells are also to be constructed. A small iron steamer has been launched from the yard of the Vulcan Iron Works. A Government Silk Weaving Manufactory is to be opened at Osaka next month.

The *News* translates from a native paper, the *Yokohama Shimbun*, the following accdnnt of a volcanic eruption. "It seems that the volcano Asosan in Shirakawa Ken has been in a state of eruption for some considerable time, and on the afternoon of the 14th day of December of last year, an eruption burst forth with great fury, accompanied with noise and trembling of the mountain. Fragments of stone which it took ten men to lift were thrown out, many of the men who second the hill to dig sulphur were injured, and four were killed on the spot. The eruption then ceased, either wholly or to a great extent; but ten days afterwards broke out again with great violence, discharging stones as before and accompanied by earthquakes. Hot water gushed out in places, and mixing with the water of the Shirakawa, impregnated it with sulphur, killing all the fish in it down to the sea, a distance of about thirty-eight miles. Since the 8th of last month the rumblings and shakings have been again going on; dense volumes of smoke have been emitted, darkening the sky, and the sand which has fallen for ten or twelve miles round about was for a few days over a foot deep, so that there is great fear that the vegetables and barley at present in the ground are all destroyed.

DR. WILLIAMS'S LECTURE.

(*Courier, March 22nd.*)

At 9 o'clock last Friday night the Masonic Hall was about half filled, and W. H. Medhurst, Esq., H. B. M. Consul, having taken the Chair, the business of the evening was proceeded with, with unusual punctuality. The consequence was that a large number found themselves late, the remainder of the Hall gradually filling up till few vacant seats were left.

Mr. Medhurst in opening the meeting spoke to the following effect:—Ladies and gentlemen, I have much pleasure in introducing to your notice this evening our old friend and popular lecturer Dr. Williams. He proposes to recount his reminiscences of travel in Syria and Egypt, both of them countries which we all know are replete with associations biblical, historical, and archæological, of the most interesting character. These associations, always attractive in themselves, I have no doubt you will find to be doubly interesting, when described to you from personal knowledge by so intelligent and experienced an observer as Dr. Williams.

Dr. Williams then proceeded to deliver his Lecture:—

He said that when one first reached this country and began to mix with its people, he almost necessarily made comparisons between what he saw and heard of their manners, their ways of living and their attainments in the arts of life, of their principles of government, and the security afforded to life and property, with what he had left in his own Christian land.

But the comparison would erelong be found to be attended with many difficulties to the candid mind, which would gradually realise that the Chinese have been nurtured under so different a system that it is unfair to both societies to refer their peculiarities to the same code of morals and the laws growing out of them. Christianity was the basis of the highest style of civilization, and furnished in itself and its results, the evidence of its superiority and fitness for securing the best government to mankind:

"He is the freeman whom the Truth makes free,
And all are slaves beside."

But as fruits ought not to be looked for where no seed had been sown, we should not compare the Chinese with any Christian country, but rather with those which make no pretence to follow those precepts, and have developed a different civilization from this, under diverse influences and morals. Thus, a comparison of the civilization found in Mahommedan countries with that which we witnessed here in China was more fair and legitimate than the more common comparison of Christian with Chinese *civilization*. Yet so far as he was aware, such a comparison had never yet been carried out to any extent.

The contrasts between the manners and comforts of the people living at the eastern and western ends of this vast continent of Asia, were forcibly seen during a journey which he made in Egypt and Syria many years ago; and he proposed to bring the Mahommedan and Chinese civilizations into notice and comparison, in their prominent features. A comparison of their moral teachings or their physical forms did not come within the scope of these remarks.

He arrived in Egypt in February 1845, shortly after the first survey had been made for the construction of a Railway from Cairo to Suez; but it was found that the Viceroy, Mehemet Ali, was unwilling to sanction such an undertaking just then, as his celebrated work, the Mahmoudie Canal, was then recently finished, and he was anxious to see its success first of all assured. In Egypt one was struck after a few days' sojourn with the polite and obsequious manners of the people; as if every body was careful not to transgress in any degree the rights of others. But the sensation became less pleasant when one came to know the means by which this external politeness was produced. When he saw some of the officers of Mehemet Ali drive through the streets of Cairo with runners ahead of the carriage armed with the koorbuj (a whip or lash made of hippopotamus hide) to lay on whoever did not move aside quickly, one could imagine part of the discipline which during a series of ages at the hands of their rulers had effected this outward courtesy. Many of the audience would be aware of the means employed by Mehemet Ali to carry out this policy of force; how he massacred the Mamelukes and organised a large standing army. That army had shortly before been worsted by the squadrons of England and France at St. Jean d'Acre, but by the proficiency which followed Mehemet and his descendants, though forced to give up Syria, were permitted to govern Egypt in a quasi-independent manner.

Dr. Williams, jointly with a French traveller, hired a Nile boat and ascended that river; and during their voyage through the country districts had more opportunity of seeing this system of military police in full operation than could be had in the cities. At one village they heard of an incident which well illustrated the the utter unscrupulousness of the Pasha's government and the entire subordination of the people to his will. And, indeed, this seemed to be a marked feature of Mohammedan rule generally, that it subordinated the people more or less completely to the personal will of the ruler. One of the sons of Mehemet Ali, though not talented like his father, was even more cruel and outrageous than he; so much so, in fact, that in order to banish him from his immediate presence, his father had sent him on a mission up river. As he was passing through the village referred to, a widow complained to him that a lad some 15 years of age had bought some milk from her, for which he refused to pay. The lad denied having had the milk. To settle the question, the Pasha's son ordered the lad's stomach to be cut open and the milk was found in it! The people spoke of this horrible atrocity as if it were a very good joke. No legal redress could be obtained. Well did the prophet say that Egypt would become "the basest of kingdoms." That young man was afterwards sent on an expedition for the conquest of Nubia, and there was a general sense of relief when news arrived that his encampment had been surrounded by the Nubians and himself slain.

The sail up the Nile was, he need not say, most interesting. Their boat proceeded slowly against the stream, propelled by a large sail according as the wind served, and they were consequently often able to land, and wander along the bank. The country itself was so peculiar as to produce a great impression on the mind. On either bank of the river extending back a distance of 4 or 5 miles, was a strip of the most fertile land in the world, hemmed in on either hand by an ocean of arid desert; so that the face of nature presented an aspect totally different from that of any other country in the world. They visited nearly all the towns on both banks, and invariably received good treatment from the people. Travellers, in fact, were looked on with favor, for this, if for no other reason, that as they passed up and down the river, they left a good deal of money for purchases made from the people. The great centre of attraction was, of course, the City of Thebes. What struck him most was the contrast between the ancient and modern towns, the wretched hovels of the latter standing in glaring juxtaposition to the gigantic remains of ancient grandeur. The great temple of Luxor had on its roof 70 or 100 modern Egyptian houses! In another place stood the great obelisk, the companion of which had been removed to Paris. The walls of the temple were covered with those inscriptions, which after all knowledge of their meaning had perished for ages, had been deciphered with such amazing success by modern Egyptologists. He might mention as a curious fact observed here that when visiting these temples, being followed by a crowd of some hundred people, they took the opportunity of asking them to hold up their right hands. On this being done, they found that there were over 100 of them that were without the first joint of the forefinger of their right hands. The reason was, that Mehemet Ali had enacted a very strict conscription law, and to evade this, many mothers got into the practice of cutting off the first joints of the right forefingers of their male children, that when they grew to be men, being unable to pull a trigger, they would be exempt from the conscription.

Another evidence of the severity of the Government was seen in the fact that the ancient Tombs to the west of the river, opposite Thebes, were used by the people as places of refuge from the officers of Government. Into these Tombs they conveyed a large part of their crops, so that they might be well provisioned in case of seige, and they had trained dogs to attack every person wearing the dress which distinguishes a servant of the Government. On the other hand, for the reason hinted at above, these dogs are invariably well disposed to foreigners. It was difficult to convey to the mind of people accustomed to free institutions any adequate idea of the manner and degree in which the exactions of Government retarded and ruined the industry of the country. Perhaps the statement of a fact might give the best idea of it. At one place, where they landed from their boat, they found the ripe grain standing unreaped, though a considerable quantity of it had already dropped on the ground from over-ripeness. On asking why this was, they were told that the Government officers, who collect the tax in kind, had not yet come to estimate the crop, and they dared not begin to reap till this was done, or the officers would be sure to accuse them of having defrauded the revenue. And thus a large proportion of the crop was going to waste, while the wretched people stood helplessly looking on, waiting the leisure of a set of careless officers. The field in question was one 3 or 4 miles in extent, situated on the edge of the desert. And the whole country was liable to similar oppression. The further up river they got, however, the people assumed a freer aspect, being further removed from the influence of the ruling despot.

Much had been done by Egyptological explorers to clear away the debris that had gathered round, and in many instances buried, the remains of antiquity, so that many of them could now be seen in the full extent of their magnificent dimensions. This was particularly the case with the temples of Edfoo. The temples were of the age of the Antonines, and were, therefore, considerably later than the constructions of the Ptolemies, and might even be looked on as modern, compared with the remains of ancient Thebes. But it was one of the most agreeable groups of building in Egypt, and was rendered more impressive, by opening up into a back country of desert. It was a noticeable fact, that the Nile got larger as you went further up. It was larger at Thebes than it was at Thiro, while at the first Cataract it was larger still. The reason was that it was absorbed by the sandy soil, and evaporated by the sun as it rolled through and spread over the Delta of Egypt.

The Tombs above referred to were 3 or 4 miles to the west of the Nile, opposite Thebes, and afforded a most wonderful exhibition of ancient Egyptain character. There was one especially which he visited, and the impression made by which was still fresh on his mind. It was a gallery cut out of the solid rock in the form of an L. Much of the inner work was defaced and broken, but the general features of the main body were distinctly recognisable in the candlelight used to explore it. It was about 6 feet broad by 6 feet high, and from a tenth to an eighth of a mile in extent. This alone implied a vast amount of labour. But the mere digging out of the gallery was but a small portion of the work; for along the walls, to their full extent, ran two lines of hieroglyphs, raised in relief to the thickness of a dollar, containing prayers and pictures, apparently, of incidents in the life of its intended occupant.

On the return to Cairo, their opportunities for sight-seeing and investigation were even more favorable, as the current being now with them, they could regulate their journey as circumstances might require. It was on their downward trip that they visited the celebrated tombs of Beni Hassan (the sons of Hassán), which present so astonishing and authentic a picture of the life and doings of the ancient Egyptians. They were situated at an elevation of 50 or 60 feet above the level of the river. The principal chamber was about half the size of the Masonic Hall, and the inside of its walls were absolutely covered with drawings of the every-day amusements and occupations of ancient Egypt. There were to be seen the spectacles of the amphitheatre—acrobats, mummers and spectators; while on a lower band craftsmen were to be seen plying their various occupations. The reason why the Egyptians spent so much labor and art on their tombs, was because they regarded them as the residence of the soul during the interval that must elapse between their burial and the coming of Osiris the Judge; and they were furnished accordingly with a representation of all the means and appliances and amusements of life. But for a full explanation of this deeply interesting subject, he must refer them to Wilkinsón and other learned Egyptians.

THE JAPAN LOAN.

(*Japan Mail, March 15th.*)

The prospectus of the Japan Loan recently brought out on the London Market is before us, and presents some points of interest suggestive of a short consideration. Before approaching them, however, we cannot resist expressing our sense of the strangeness with which the prospectus strikes us, habituated though we are to the discussion of things Japanese. The younger men of this generation are hardly in a position to judge of the strength of this sensation. Japan has been to them an open and more or less of a known country since their youth. Travellers in hundreds have visited and written books or papers about it, and these lie on every table. It is almost impossible to take up a newspaper without finding some remarks upon or allusions to it. A dinner party in England is almost certain to include some one who has been in Japan, or to whom its affairs are known through some relative or connection residing there. Its progress and prospects are topics of common talk, and every moderately well-informed person has in his mind at least a general outline of its condition and present relations with other countries. But one is not required to be of a patriarchal age to remember the time when Japan was an utterly unknown country to the majority even of well-informed men,—when it was extremely rare to meet with any one who had visited it or who had any but the most indefinite notions in regard to it. The reputation of a "lion" attached to a gentleman of the humblest parts or position who could dilute upon his experiences of even the jealously watched open ports, and—provided always he was clear of the *tchiboo* scandals—he could command an entrance into circles whose fastidiousness thawed before a curiosity by turns *blasé* and intelligent. And now we have "a seven per cent. sterling loan of the Imperial Government of Japan, authorized by decrees of the Emperor of Japan of the 23rd March, 1872, and 22nd September 1872"—so runs the prospectus,—brought out on the London market and standing at 2½ per cent. premium. Truly, in Japanese phraseology, we live in a wonderful age!

And now as regards the loan.

The object of it is, in the language of the prospectus, "to redeem certain public charges payable in all kind out of the revenues of land, which charges are now enjoyed by pensioners, and are redeemable by the Government." This doubtless refers to the pensions promised by the Government to the Daimios as equivalents for the lands of which they were dispossessed by the Imperial Edict of 1868, and which are believed to amount to about one-tenth of the revenues formerly derived from those lands. Nor can this assessment of the commutation payable to these nobles be regarded as unfair, seeing that by it they were relieved from the maintainance of those vast retinues, which may indeed have ministered to their pride, but which as surely devoured their substance and imported a thousand anxieties into their lives. Dissolute, idle, difficult to control and eager to quarrel, the retainers of which they were composed must have been a constant source of trouble to their masters, and like an army of perpetual locusts, the cause of chronic poverty throughout the Empire. It would be interesting, however, to know for how many years or how many lives these pensions were payable. If the two millions and a half now borrowed are sufficient to redeem the pensions promised in return for an absolute abandonment of the fee-simple of these estates, the Government has made a bargain on which it must be heartily congratulated, for many an English noble would require, and would be entitled to, three times that amount for his estates, should an infatuated Government—which Heaven forefend!—compel him to part with them. At whatever charges the ex-Daimios may have been for the maintenance of their retinues, their share of the vast revenues accruing from their estates maintained them in comparative splendour, and the conditions of life in Japan do not differ so much from those of other countries that men might be expected lightly to forego inherited possessions which shed a lustre on themselves, and which, in some sense, they held in trust for their posterity. It seems hardly less wonderful that they should have consented to forego those splendid and almost sovereign possessions, than that they should have accepted in commutation for them a sum but poorly representing their money value, and still less the pomp and pride of heraldry which were their hardly less valued appendages. But as the Loan will be applied to the redemption of these pensions, probably on very favourable terms, it is clear that the Government will be large gainers in revenue by the transaction, and does well to borrow at a low interest for the purpose. The annual charge of the pensions is doubtless large, perhaps out of all proportion to the sums of ready money for which they have been, or may be, commuted. And as, after paying the annual interest and putting aside the two per cent. for a sinking fund, there will remain a large balance between the sum of the pensions now payable and such charge for interest and sinking fund, this balance will be applied to various reproductive public works already commenced or in contemplation. The loan and interest are guaranteed by the general revenues of the country; but the Government also specially hypothecates the charges to be redeemed to the extent of 400,000 *koku* of rice yearly. The average price of a *koku* of rice being 16s. 8d., the annual revenue thus hypothecated is equivalent to £333,000, while the amount required to meet the interest and sinking fund will not exceed £216,000. It will be interesting to see whether in the disposal of this rice the government will profit by those lessons of political economy which we have from time to time read them upon the violation of all sound principles which the late disposal of their surplus revenues afforded evidence of. But we should hope that experience will by this time have enforced the value of our theoretical teaching, and that as the Finance Minister has found his way, after some wandering, to the resort of the cheapest money, he may likewise discover the proper means for obtaining the best price for his rice.

But although we are quite disposed to approve of the policy of the Government in regard to the issue and disposal of this loan, we yet hope to see some means devised which shall bring out and place at the service of the State the hoarded gold and silver—we shall not call it wealth while it remains thus useless and unfruitful—of this country. That this exists, and exists possibly in far larger quantities than we imagine, is, not so much clear, as certainly to be deduced from our experience of all other Asiatic countries, and, indeed, of all countries where there is neither a sound national system of banking, nor an entire belief in the disposition and power of the State to discharge its financial obligations with a scrupulous fidelity. In our issue of last week we showed by an eloquent quotation from Macaulay the prodigious money value to a Government of a belief on the part of its subjects in its honesty, and how the hoards which no distrusted promises, however magnificent, can attract, flow like water down an incline into the coffers of an administration which offers but four per cent. per annum of interest, but whose bond both for principal and interest is as certain of redemption as the promise of sunrise or the recurrence of the seasons. We wish to see these hoards utilized for the benefit alike of the State and the people, fertilizing commerce, binding subjects to the Throne by other than merely traditional and emotional or superstitious ties, deepening the political interest and advancing the political knowledge of the members of society, and welding it into one homogeneous mass, the interdependence of whose particles shall prove a source both of individual and collective strength.

LOSS OF THE STEAMER "KIANG-LOONG."

(*Abridged from the "N. C. Daily News."*)

Minutes of an inquiry into the loss of the Shanghai Steam Navigation Co.'s steamer *Kiangloong*, held at the offices of the agents, Messrs. Russell & Co., on the 18th March, 1873, before—

F. B. FORBES, Esq., *President.*
JOHN DENT, Esq.,
F. D. HITCH, Esq.,
F. H. BELL, Esq.,
W. J. BLYDENBURGH, Esq.. } *Directors.*
Captain ANDREWS, P. & O. steamer *Avoca*, and
Captain NEWELL, P.M.S.S. Co.'s steamer *Ariel*, } *Assessors.*

The President said he wished to explain, at the outset, that there was no legal obligation on the part of the owners of the *Kiangloong*, or on the part of the American authorities here, to hold any inquiry into the loss of that steamer; but the Directors, for the interests of the Company and the satisfaction of the Shareholders, and, he ought to add, in justice to those who were in charge of the steamer at the time, had decided to hold a Court of Inquiry, and had invited Captain Andrews, of the *Avoca*, and Captain Newell, of the *Ariel*, to act with them as nautical Assessors. As the Court was this far informal, they would not have the witnesses sworn, but the Directors wished to impress upon them the necessity of speaking to the facts as carefully as if they were on oath.

The official log book, and the certificate, concerning the Master and officers' having been put in, the following evidence was then taken:—

Captain West stated—I have been on the River Yang-tze as master since 1862, and in the *Kiangloong* since 1864. I was in the pilot-house three minutes before the steamer struck. When, I left the deck she was going the usual course, the assistant pilot being in charge. The shock was very great when she struck, and I supposed that the machinery had broken, and immediately went to the engine-room to ascertain the facts. I met the first assistant engineer, who was on watch, and who informed me that the ship was on a rock. I sounded, and found three fathoms of water forward, and afterwards hove the lead at different places round the ship, and found the depths as described in the log-book. After that I went with Mr. Belknap into the engine-room and fireroom, and from the way the water was coming in I thought it prudent to get the boats out as soon as possible. We could see the water coming up through the machinery, but could not tell the exact place where she was injured. The officers and crew behaved very well indeed. We made no definite arrangement with the Captain of the *Tungting*, further than to leave it to the Shanghai underwriters to settle the amount he should receive for carrying the cargo. When the *Tungting* come along, the ship was sunk and broken in two, and I did not know but she might slip off the rock, in which case everything would have been lost. To enable us to get of other cargo, such as piece goods, we had first to get rid of the deck cargo of cotton. The mandarin came off to the steamer about 11 o'clock. We finally left the steamer after the upper deck was under water, and the main deck and after part of engine-room had about 10 feet of water on them, while round the engine-room forward there was 3 feet, and on the main deck forward about 2 to 2½ feet, so that she lay with her bow up. I think it would be impossible to save any more cargo. The bale goods were stowed in the after part of the ship. I don't think the Chinese divers could get many of them; they would have to dive about 10 feet, and might fish out a few pieces, but nothing considerable. We saved all the piece goods forward, where the ship was well up on the rock, but those aft were all under water. A few pieces more of the machinery might be got out by-and-bye—the working beam, connecting rod, and cylinder cover. I don't think the steamer, lying as she does, on the upper part of the rock, is now likely to slip off. I have passed over the same place hundreds of times before and never heard of the rock. The water there is this year about 2 feet lower than it ever was before in my experience. The rock is as nearly in the fair way as can be, and no one knows its position by actual observation. The fishermen told me that 15 years ago the salt junks paid for having a buoy put on this rock, but as they afterwards ceased to pay, the mark was removed. There has never been any mark since I have been on the river, and other captains have told me they did not know of the rock.

To Captain Nowell.—It is not the practice to keep the lead going all the time on the river; we had been throwing it a little below, for the sand bank there, on which there is only about 14 feet of water all the way across.

To Mr. Bell.—Fifty feet from the steamer there were 10 to 15 fathoms of water round the rock.

To the President.—I heard the lead going, and the last cast was "no bottom."

To Captain Andrews.—I don't think the top of the rock is larger than a man's body, judging by the depth of water at various points. The junk people pointed a finger upwards, and said the rock was like that. Our draft of water was 11 feet 2 inches. Capt. Gray mentioned to me that when he went down in the *Hiralo*, after the wreck, he told the pilot to take the usual course and pay no attention to the *Kiangloong*, and he passed within 40 feet of her on the port side, the side on which the channel is supposed to be. Capt. Friend, going up with the *Moyune*, also said he was steering directly for us, and that if we had not been on the rock he would likely have gone over the same spot. If the *Kiangloong* had been 10 feet off on one side or 20 on the other, she would have gone clear.

Harry Miller stated—I was assistant pilot on the *Kiangloong*, and was in charge when she struck. I have been a pilot on the river since the 4th of May, 1872, and was previously second mate. Have been on the river since 1862. I was steering S. ½ E., the usual course. The lead was going, the last cast being "no bottom," and there was not time to haul it in again before she struck. I have frequently been very close to, if not over, that spot. I have never seen the water so low as it has been this year, it is 2 or 3 feet lower than ordinary. I judge by the marks at Hankow. (Witness then traced on the chart the course he usually steered.)

Joseph Belknap stated—I was chief engineer of the *Kiangloong*, and have been on the river in that capacity since 1862, about 7½ years in the *Kiangloong*. I was coming out of my room when the ship struck, and after ascertaining the nature of the injury, went below to start the pumps. Finding it would be impossible to save the ship, I blew all the water out of the boilers. I think they would float now if they got loose. I dont think any more of the machinery can be saved now, except the working beam, connecting rod, cylinder cover and piston, but not the bed-plate. I don't think any of the large pieces under water can be saved. The firemen and assistants behaved very well. The water came into the fire-room very rapidly—33 inches in an hour.

To Captain Andrews—The rock raised the boilers a little bit off the bed; it was not through the ship, but broke the frame and planking. The engines were disabled at once by the bre

Mr. NICAISE asked whether the loss on Exchange Account was on remittances.

The CHAIRMAN said it was on remittances to Bangkok, which were at a heavy rate, sometimes 5 and 6 per cent.

Mr. COX asked what amount had been paid on account of calls since the accounts were made up.

The SECRETARY intimated that the amount was about $6,000, but a perusal of the list of names, he thought, would satisfy shareholders that the bulk of these calls were quite safe.

Mr. NICAISE asked why concrete sugar had never been tried on the China market. He had heard from Chinese sources that it would obtain a ready sale. A small shipment might be tried.

Mr. NORTON pointed out that there was a safe market at home in which you could always get a certain price, whereas here, the sugar might be on hand for a long time, and not realise a good price after all.

The CHAIRMAN then proposed, and Mr. Norton seconded, the adoption of the Report and Accounts.

Mr. NICAISE proposed as an amendment (seconded by Mr. Cox) that this meeting be adjourned till after the special meeting, to be held on Monday next.

The amendment was lost by 9 votes against 8, and the motion was then put and carried with 4 dissentients.

Messrs. Chomley and Deacon were then elected directors, and Messrs. Mitchell and Coxon auditors, for the ensuing year.

Mr. Forbes proposed a vote of thanks to the chair.

Mr. COUGHTRIE asked what was the position of the original profit share-holders.

The CHAIRMAN said they could attend and vote at meetings, but could not sell their shares.

Mr. COUGHTRIE said he had received no notice, and no copy of the Report had been sent to him. He had held his profit shares very firmly. (Laughter.)

The meeting then separated.

REPORT.

It having been deemed advisable to hold the present meeting before the financial year of the Company has been actually completed, the Directors beg to place before the Shareholders the accounts made up to the end of February last, and which, with some few explanations, will show the position of the Company at that date.

The value of the Factory, Estate, Buildings and Rolling Stock stated in the present Balance Sheet shows an increase over that in last report of $50,814.05, which sum represents the amount spent since the 1st of April last, in the erection of the machinery, the buildings, constructi n of roads, and upon all other permanent works.

The sum of $23,429.75 represents the amount expended up to December 31st, upon the working of the crop now in course of conversion, the total amount required to complete this season's operations being estimated at $120,000.

Bills receivable represents the promissory notes given in part payment for the sale of the Bienhoa property, first of which matures in November next. They bear interest at the rate of 6 per cent. per annum.

In profit and Loss account, the balance from last year, which mainly represents the losses on the sale of the Bienhoa Estates, is brought forward, and to it are added charges, interest, and exchange, together with a proportionate amount written off preliminary expenses.

The balance at debit of working account, which in the statement now submitted stands at $116,143.41, includes the value of all sugar shipped to London and not drawn against, the sale of which, it is estimated, will reduce the final balance at debit of this account to about $92,000. This unfortunate result of last season's operations was already foreshadowed in the report presented to the last ordinary meeting, and is mainly attributable to the destruction of nearly one half of the cane crop owned by the Company by disastrous floods of an altogether exceptional nature.

Against General Loan Account, must be placed the balance of Shareholders' account, as well as the two Calls to be made in June and December of the present year, amounting to $200 000, of which, however, the sum of $12,700 has been paid up by anticipation.

The Special Loan Account represents the Loan taken up to work the crop of the present season, and which promises to yield a remunerative result. The whole amount borrowed is $120,000.

With these explanations, the accounts will fully show the present financial position of the Company.

Shortly after the Annual Meeting held in May last, the Directors considered it necessary to send the Secretary, accompanied by another person well qualified for this special duty, to Siam for the purpose of making themselves thoroughly acquainted with the state of the Company's affairs at Laconchaisee, and to report thereon. The result of their joint Report made to the Board has been the introduction of several important changes in the composition of the Staff at the Factory, as well as in the mode of working the Estate, whereby a considerable reduction in the expenditure has been effected, and the whole system of conducting the Company's operations placed upon a more satisfactory and efficient basis.

The former General Manager of the Company, Mr. John Costeker, having tendered his resignation, which was accepted by the Directors, the Superintendence of the Company's affairs in Siam has been placed in the hands of Mr. Wellesley Sinclair, a gentleman of considerable local experience in that country, and in whom the Directors have every confidence.

SEASON 1872-1873.

The prospects for the present season, as far as the information at the disposal of the directors enables them to judge, are sufficiently favorable.

There are about 300 acres of cane of good quality ready for cutting on the Company's Estate, and contracts for the balance of cane required to keep the mills at work throughout the remainder of the season have been entered into by the Superintendent at the Factory on reasonable terms.

A recurrence of last year's floods is not to be expected, as the rainy season is now past and no apprehension need be entertained on that score. By last accounts from Laconchaisee the crushing had been actively commenced, the juice of the cane was of good quality, and every thing so far promised well. The Directors, therefore, have every reason to expect a favourable result to this year's operations.

One point has been proved beyond a doubt, viz., that Concrete Sugar of good quality will, under ordinary circumstances, stand a long sea-voyage better than ordinary low class sugars, and further that it is readily saleable upon home markets at remunerative prices to the manufacturer.

ESTATE AND FACTORY.

The Factory buildings as well as the machinery are reported in excellent order, and with the additions made during the last season, are now nearly complete.

As regards operations for the season 1874 engagements have been entered into by the Superintendent with native Contractors for extending the acreage planted with Cane on the Company's lands, which will add considerably to that portion of the Estate already brought under culture. Beyond the Cane, however, thus raised on our own soil, there will, in future, be no difficulty in purchasing from native growers at remunerative prices whatever Cane may be required to supply the quantity necessary to keep the Mills at full work throughout the crushing season, until the Company shall be in a position to produce Cane sufficient for all its wants on its own Estate.

DIRECTORS.

According to the Articles of Association, two of the Directors retire at this Meeting, Messrs. E. A. Hitchcock, who has left the Colony, and F. Chomley; the latter of whom offers himself for re-election. Mr. Richard Deacon was invited by the Directors to join the Board to complete their number, and this election will have to be confirmed by the Meeting.

AUDITORS.

The present Auditors, Messrs. Mitchell and Coxon, retire at this Meeting, according to the Articles of Association, but are eligible, and offer themselves for re-election.

G. VON OVERBECK,
Chairman.

CHINESE INSURANCE COMPANY.

The second ordinary meeting of shareholders in the above Company took place on the 28th ultimo, at the offices of Messrs. Olyphant & Co., General Managers, E. R. Belilios, Esq., in the chair. Present:—Messrs. A. McIver, O. H. Burrows, A. André, J. F. Seaman, H. S. Geary, C. E. Thompson, E. Moore, W. Wheeler, A. H. Chinoy, R. H. Cairns, W. Legge, H. C. Heitman, and A. H. Clarke, and several Chinese shareholders.

The CHAIRMAN, after reading the notice convening the meeting, and the accounts and report, observed that if the earnings were compared with those of 1871, it would be found that the premiums had been as large, which was gratifying in regard to so young a Company. It might be assumed that the business had been unsatisfactory from the small returns to contributors, but this was not attributable to any want of precaution on the part of the Board. The shareholders all knew how disastrous Marine Insurances had been throughout the year, and the directors had taken nothing but first-class risks, as would be seen from the fact that two-thirds of the risks were on steamers alone. Notwithstanding all loss, there had been $54,000 profit, made up of the $36,000 interest and 18,000 for disposal. This did not show badly as compared with other institutions of the same nature, and the Directors trusted with the support of the shareholders and better luck, they would be able to present a far better statement about this time next year.

The CHAIRMAN then proposed that the accounts and report be accepted and passed. This was seconded by Mr. Burrows, and passed unanimously.

The appointment of Messrs. J. McDonall, A. André, and H. S. Geary, on the board of directors was confirmed, and Messrs. Nicaise and McIver were unanimously appointed auditors.

The CHAIRMAN mentioned that the business for the present year had been in the same ratio as last year, and that with the exception of one amount of $4,000, there had as yet been no loss.

In reply to a shareholder, the Chairman stated that the amount of premia for the three months of this year had been between $58,000 and $60,000.

This concluded the business, and the meeting separated with the usual compliment to the chair.

REPORT.

The Directors have now to submit to the Shareholders their report upon the Company's business for the year ending 31st December, 1872.

It will be seen from the annexed accounts that an amount of $346,270.20 has been received in premia, which is a satisfactory increase over the earnings of the previous term. The total receipts from all sources amount to $370,751.22, including a surplus from the previous year of $5,491.93, this being a portion of the sum then carried forward to meet outstanding claims which have since been liquidated.

The losses during the year have been exceptionally severe, and have rendered the result of the term less favorable than might have been expected. The sum of $187,639.24 has already been paid upon adjusted claims, and adequate provision has been made for all claims pending upon known casualties, in the further sum of $57,705.05, which includes the premia upon unexpired risks. The losses have been upon first class risks, and it is reasonable to hope that a similar concurrence of disasters will not soon again transpire.

The usual interest upon the capital, amounting to $3 ,000, has been punctually paid, and after provision for losses, as stated, and payment of the working expenses of the office, agents' commissions, re-insurances, return premia, and writing off one-third of the amount at debit of preliminary expenses, there remains a net profit of $18,000, available for appropriation. Under the new clauses of the Articles of Association, one-third of this must be placed at credit of the reserve fund, increasing it to $21,000. The remainder will be distributed as a bonus to contributors.

On the 23rd March, 1872, an Extraordinary General Meeting of Shareholders was convened, to consider certain proposed alterations in the Constitution, with respect to the distribution of profits, which were duly passed and confirmed at a subsequent meeting held April 13th. These changes were rendered necessary by the action of the other local Companies with which this is brought into competition.

The Directors have been enabled to make more favorable disposition than heretofore of the Company's Capital and Surplus Funds, which are deposited in Banks at satisfactory rates of interest. The special Funds remitted to London have been invested in Government Securities.

DIRECTORS.

The following changes have been made in the Direction; Mr. H. Melchers, Mr. D. L. Hunter and Mr. E. A. Hitchcock have retired in view of their departure from the Colony, and Mr. J. McDonall, Mr. A. André, Mr. H. S. Geary, and Mr. J. F. Seaman (the latter *ad interim*) were duly elected in their stead, and these changes require confirmation.

AUDITORS.

Mr. A. McIver was elected to fill the vacancy caused by the withdrawal of Mr. McDonall to take a seat at the Board of Directors. The accounts have been duly audited by Mr. Hughes and Mr. McIver, but as the former is about to leave Hongkong it becomes necessary to fill his place, and Mr. H. Nicaise is nominated for the post, whilst Mr. McIver offers himself for re-election.

E. R. BELILIOS,
Chairman.

Hongkong, March 24th, 1873.

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BEG to call attention to their extensive ASSORTMENT of "NEW GOODS," just received ex French Mail, consisting of—

A well-selected Stock of White and Colored Ground Printed

CAMBRICS and PIQUES,

suitable for Ladies' Morning Costumes and Wrappers.

WHITE CAMBRICS, JACONETS, MUSLINETS, and BRILLIANTES.

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A Choice Lot of YAAK, CLUNY, MALTESE, VALENCIENNES, and other LACES.

LACE, MUSLIN, and LENO CURTAINS, MOSQUITO NETS, ANTIMACASSARS, SHORT BLINDS, and TOILET MUSLINS.

FANCY GRENADINES, MUSLINS, and LUSTRES, for Morning and Evening Wear.

ALPACAS, MOHAIRS, and other MATERIALS in the newest tints.

CHILDREN'S UNDERCLOTHING, MUSLIN and LACE SETS, TIES, BOWS, COLLARETTES, LACE HANDKERCHIEFS, SUNSHADES, and PARASOLS.

A Selection of

ELEGANT SPANISH COMBS and MILLINERY, in the Latest Novelties.

LADIES' and CHILDREN'S BOOTS and SHOES.

33, *QUEEN'S ROAD CENTRAL.*

440 Hongkong, 18th March, 1873.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET, (Red Seal.)

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G. DUBOST & Co.

6m 436 Hongkong, 13th March, 1873.

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DAVID CORSAR & SONS'

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Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

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Sole Agents for China, Japan and Manila.

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HAVE just opened the undermentioned GOODS:—

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SCOTCH TWEEDS and ANGOLAS, for Suits.

FANCY CLOTHS for Light OVERCOATS.

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COLLARS and SCARVES of the newest styles.

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A Large Assortment of

DAMASK CLOTHS,
" NAPKINS to match,
" DOYLIES,
8/4 DAMASK for TABLE CLOTHS.

LINEN and COTTON SHEETINGS in all widths.

DAMASK, HUCKABACK, and TURKISH TOWELS.

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WHITE, PINK, and GREEN MOSQUITO NETS.

BED QUILTS.

PRINTED, EMBROIDERED, and VELVET PILE TABLE COVERS.

IRON BEDSTEADS, CHILDREN'S COTS, and SPRING MATTRESSES of various sizes.

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TOILET, CHEVAL, and GILT CHIMNEY GLASSES.

BRUSSELS, VELVET, TAPESTRY, and FELT CARPETS, with RUGS to match.

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For Ladies' Advertisement see To-morrow's Issue.

365 Hongkong, 6th March, 1873.

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GREEN SEAL.
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SUPERIOR OLD.
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THIRD QUALITY.

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3m 53 Hongkong, 7th January, 1873.

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Hongkong, 1st February, 1873.

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Superior Pale Dry SHERRY.
Fine OLD PORT.

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tf 999 Hongkong, 29th May, 1872.

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A. S. WATSON & Co.,
Hongkong Dispensary.

tf 1988 Hongkong, 11th November, 1872.

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BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

NORTON, LYALL & Co.,
Agents.

tf 1174 25th June, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

FROM and after this date, a Discount of 20 per cent. on the current rates of Premia will be allowed to all contributors.

ROBERT S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1162 Hongkong, 24th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.

tf 1069 Hongkong, 9th July, 1872.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1058 Hongkong, 15th October, 1868.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.

A discount of Twenty per cent. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

ly 15 Hongkong, 1st January, 1873.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. per annum.
Other dwelling Houses used strictly as such, and their contents.	½ "
Godowns, Offices, Shops, &c., and their contents.	1 "

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 1168 Hongkong, 24th June, 1872.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and, Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents.	½ per cent.
Other Dwelling Houses (similarly situated) and their contents	¾ per cent.
Offices and Godowns and their contents.	1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	⅛th per cent
Not exceeding..... 1 month	¼ per cent.
Above 1 month, and not exceeding.....	3 " ¼ "
Above 3 months, and not exceeding.....	6 " ½ "
Above 6 months, the full annual rate of	1 "

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1763 Hongkong, 13th September, 1869.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. [tf 385

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

tf 39 Hongkong, 16th November, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of

SIEMSSEN & Co.,
Agents.

tf 40 Hongkong, 16th October, 1872.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅛ of the annual rate
Not exceeding 1 month	¼ of the annual rate
Above 1 month, and not exceeding.....	3 " ¼ do. do.
Above 3 months and not exceeding.....	6 " ½ do. do.
Above 6 months the full annual rate.	

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co.,
General Agents.

tf 314 Hongkong, 16th February, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 23rd March and 13th April, altering Clauses Nos. 103, 104, 105, 107, and 161 of the Articles of Association, (such changes to take effect from 1st January, 1872), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to all contributors, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to be carried to the Reserve Fund.

OLIPHANT & Co.,
General Agents.

tf 716 Hongkong, 17th April, 1872.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"YESSO,"

Captain Burnie, will be despatched for the above ports TO-DAY, the 3rd April, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

3d 506 Hongkong, 1st April, 1873.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"HECTOR"

will be despatched on or about 4th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

10d 480 Hongkong, 26th March, 1873.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s steamship

"DELTA"

will leave for the above place about 24 hours after the arrival of the next English Mail.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 21st March, 1873. [456

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MADRAS"

will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 21st March, 1873. [457

FOR SAN FRANCISCO *(direct.)*

THE *A* 1 British Steamship

"LORD OF THE ISLES,"

Blow, Master, will have immediate despatch as above.

For Freight, apply to

RUSSELL & Co.

tf 469 Hongkong, 24th March, 1873.

FOR SAN FRANCISCO *(direct.)*

THE British Steamship

"ALTONA,"

Hore, Master, will be despatched as above on or about the 10th April, instead of at the time previously notified.

For Freight or Passage, apply to

WM. PUSTAU & Co.,
Agents.

tf 502 Hongkong, 31st March, 1873.

FOR MELBOURNE *direct.*

THE *A* 1 Clipper Barque

"CAP-SING-MOON,"

Captain Sorenson, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.

For Freight or Passage, apply to

ROZARIO & Co.

tf 394 Hongkong, 10th March, 1873.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 Clipper Ship

"MARQUIS OF ARGYLE,"

will have quick despatch for the above port.

For Freight or Passage, apply to

ROZARIO & Co.

tf 355 Hongkong, 4th March, 1873.

FOR SAN FRANCISCO.

THE American Ship

"SUMATRA,"

Mullin, Master, will have immediate despatch as above.

For Freight, apply to

RUSSELL & Co.

tf 507 Hongkong, 1st April, 1873.

FOR SAN FRANCISCO.

THE *A* 1 American Clipper Barque

"ALDEN BESSE,"

Capt. Besse, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.

For Freight or Passage, apply to

ROZARIO & Co.

tf 425 Hongkong, 15th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 British Barque

"SEA MEW,"

465 Tons Register, will load here for the above port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 470 Hongkong, 15th March, 1873.

FOR LONDON.

THE *A* 1 German Barque

"HONGKONG,"

248 Tons Register, will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.,

tf 429 Hongkong, 15th March, 1873.

FOR PORTLAND (OREGON.)

THE well-known *A* 1 British Clipper Barque

"FORWARD,"

Wm. Whyte, Master, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.

For Freight and Passage, apply to

ROZARIO & Co.

tf 409 Hongkong, 12th March, 1873.

FOR PORTLAND (OREGON).

THE *A* 1 American Barque

"GARIBALDI,"

Capt. Noyes, will have early despatch.

For Freight or Passage apply to

ROZARIO & Co.

tf 142 Hongkong, 22nd January, 1873.

FOR SAN FRANCISCO.

THE *A* 1 American Clipper Barque

"EDWARD JAMES,"

Patterson, Master, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.

For Freight or Passage, apply to

ROZARIO & Co.

tf 388 Hongkong, 8th March, 1873.

FOR SAN FRANCISCO.

THE *A* 1 British Ship

"DRAGON,"

McClemmon, Master, will have early despatch as above.

For Freight, apply to

RUSSELL & Co.

tf 408 Hongkong, 12th March, 1873.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Successor to RODMOND GIBBONS & Co.,

Sole Agents for:

Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 334 April 6

BY SPECIAL APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR, AND TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

CIVIL, NAVAL, & MILITARY TAILOR, WOOLLEN DRAPER, HATTER, HOSIER, AND GENERAL OUTFITTER,

45 and 47, Queen's Road, next to Oriental Bank.

tf 192] [Feb. 1.

廣燃記炭
KWONG-KEE COAL SHOP.

THE Proprietor of KWONG-KEE Shop begs to inform the Public that his Shop has been established since 1867, at 39, Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.

1y 1885 Hongkong, 30th July, 1872.

榮燃記炭
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.

1y 750 Hongkong 24th April, 1872.

To be Let.

TO LET.

HOUSE No. 5 in Caine Road, lately occupied by the late Dr. MOCOY.

Apply to

DAVID SASSOON, SONS & Co.

tf 494 Hongkong, 29th March, 1873.

TO LET.

HOUSE No. 1, in Seymour Terrace, at present in the occupation of A. HANCOCK, Esq. Possession on the 1st May next.

HOUSE No. 9, in Peddar's Hill, at present in the occupation of M. H. CROMARTIE, Esq. Possession on 1st April next. Apply to

DAVID SASSOON, SONS & Co.

tf 428 Hongkong, 15th March, 1873.

TO LET.

TWO Large Airy ROOMS, in a central part of the town. Address, "X. Y. Z.," care of *Daily Press* Office.

tf 350 Hongkong, 3rd March, 1873.

TO LET,

WITH possession from the 1st May, "CRAIGENGOWER," Caine Road.

LANE, CRAWFORD & Co.

tf 340 Hongkong, 1st March, 1873.

TO LET,

With possession on or about 15th April next.

THE RESIDENCE known as "BELLVUE," situated in Albany Road.

For particulars, apply to

R. F. HAWKE.

tf 341 Hongkong, 1st March, 1873.

TO LET.

(With immediate possession).

THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT MCMURDO, Esq. There are 12 Rooms, 3 Stalled-stable, Coach-house, Harness Room, large Kitchen Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to

ED. SHARP & TOLLER,
Solicitors.

tf 172 Hongkong, 25th January, 1872.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;

ALSO,

BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*DECCAN*," Captain W. SOAMES, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 3rd April, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 2nd idem.

The *Deccan* connects at Galle with the S. S. *Malwa*, proceeding to Southampton via the Suez Canal.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers of cargo for Bombay are requested to take note that the steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, may call at Colombo.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 20th March, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.

ON THURSDAY, the 10th April, 1873, at noon, the Company's S. S. "*HOOGLY*," Commandant RAFATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 9th April, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.

Hongkong, 1st April, 1873.

THROUGH U.S. MAIL LINE FROM CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*JAPAN*" will leave Hongkong for San Francisco, via Yokohama, on SATURDAY, the 12th April, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*JAPAN*" will be due at San Francisco May 14th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20% on regular rates.

No Freight received after noon of the 11th proximo. Parcel Packages received until 5 P.M. same day; all Packages should be marked to address in full; value of some is required.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.

Hongkong, March 12th, 1873.

LE soussigné informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarquer des matelots étrangers provenant de Boarding Houses autres que celles affichées à la Chancellerie de ce Consulat.

Le Gérant du Consulat de France,
CH. L. DE LA FOREST.

1886 Hongkong, 24th October, 1872.

Post-Office Notifications.

A mail will close.

For Swatow, Amoy, and Foochow.—Per *Yesso*, to-day, the 3rd April, at 9.30 A.M.

For Iloilo.—Per *Pepita*, to-morrow, the 4th inst., at 1.30 P.M